COLLIER
Metropolitan Planning Organization

Golden Gate City
Walkable Community Study

JACOBS

Executive Summary

The Collier Metropolitan Planning Organization (MPO) commissioned the Golden Gate City Walkable Community Study to develop a prioritized list of sidewalk and pedestrian amenity projects which would promote and enhance walkability, bicycle use, transit use, and social equity throughout the community. The study utilized field data collection, community engagement, quantitative and qualitative technical analyses, and best practices to develop and validate prioritized recommendations for a more walkable, safer, and healthier community. When implemented, the recommendations will result in a community where mobility options, safety, social engagement and a "sense of place" are the foundation of the neighborhood.

Background

In 2008, the Collier MPO, along with the Bicycle and Pedestrian Advisory Committee (BPAC), identified the need to evaluate bicycle and pedestrian mobility options and issues throughout Collier County. The intent was to specifically assess and improve walkability conditions in mobility restricted communities and neighborhoods. As a result, the need for Walkability Studies were identified for Naples Manor, Immokalee, Bayshore, and Golden Gate City.

To date, the first three studies (Naples Manor, Immokalee, and Bayshore) have been completed and the results were incorporated into the Collier MPO's Comprehensive Pathways Plan. The Comprehensive Pathways Plan is used by the BPAC to prioritize bicycle and pedestrian projects for future funding considerations. The study's results may also be used by Collier County, its cities, Community Redevelopment Agencies (CRAs), and Municipal Service Taxing Units (MSTU) to develop their capital improvement programs.

Methodology

The study utilized field data collection, community engagement, technical analyses, and best practices to develop a prioritized list of projects.

- The existing roadway network was documented by type of facility (ex. Major Arterial, Collector, Local Road, etc.) and overlaid on a neighborhood map to identify existing vehicular infrastructure.
- The existing sidewalk and bicycle network was documented and overlaid on a neighborhood map to identify needs. A Pedestrian Level of Service (PLOS) was determined based on existing infrastructure.
- Safety data regarding pedestrian and bicycle accidents was collected, documented, evaluated, and overlaid on a neighborhood map to help identify any areas of concern.
- Schools, Commercial Areas, Parks, Government Services and Transit Stops were documented and overlaid on a neighborhood map to help identify their roles as pedestrian and bicycle attractors.
- A public outreach program was initiated to gather input from the community and develop recommendations. Public engagement included:
  - Three (3) Community workshops
  - Three (3) Stakeholder meetings
  - Two (2) Walking audits
  - One (1) Biking audit
  - Two (2) Windshield tours
  - Field observations related to school arrival and dismissal patterns
- Values were assigned to each segment of the existing and potential sidewalk network for Pedestrian Level of Services (PLOS) scores; proximity to crashes, schools, commercial destinations, parks, and transit; ability to provide connectivity and public support, which includes support from MPO committees.

- Based on the above data, a "Tier Map" and Database were established which identified sidewalk network priorities based upon a quantitative scoring system. This database will be used by the Collier MPO to identify and prioritize future projects.

Study Results

The initial analysis studied the current conditions in Golden Gate City to develop a PLOS score. It measured how comfortable, efficient and effective walking in Golden Gate City is by evaluating the following five factors: Directness, Continuity, Street Crossings, Visual Interest and Amenities, and Security. Scores range from "A" (Most Effective/Desirable) to "F" (Least Effective/Desirable). The analysis revealed that Golden Gate City has an overall PLOS of E **(The results of this initial PLOS analysis are shown on a map on the following page).** These results were not surprising based on the lack of existing pedestrian and bicycle infrastructure within the Golden Gate City community, the geometric layout of the roadway grid and the series of canals throughout the neighborhood which restrict connectivity and access.

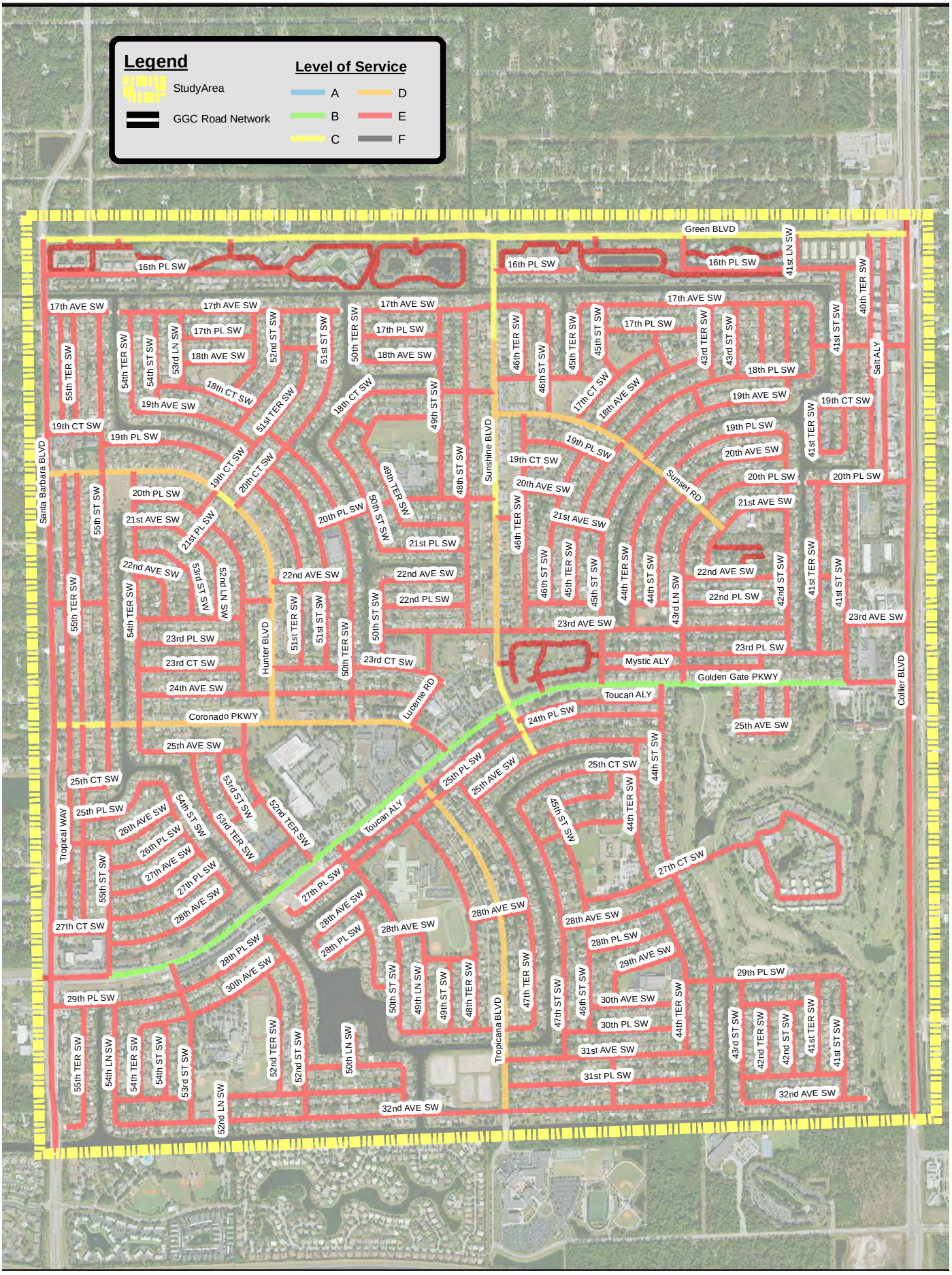
A secondary analysis was conducted to establish a priority list of sidewalk projects within the community which would be based on both the greatest need and benefit. The analysis factored in PLOS scores; proximity to crashes, schools, commercial destinations, parks, and transit; and public input. The results of the study demonstrated a significant need for sidewalk infrastructure in Golden Gate City. The report documents the data used in the study, public input, and methodology used to establish project "Tiers."

Projects were ranked as Tier 1, 2, and 3 based on their current condition and greatest value to the public. The results of the project ranking are shown on a map at the end of this section.

- Tier 1 Projects were given the highest priority based on their benefit to the community
- Tier 2 Projects are instrumental in completing a continuous sidewalk network throughout the community.
- Tier 3 Projects will enhance overall walkability within the community.

Note: The detailed scoring matrix used to establish project tiers is included in **Appendix D** of this report.

In addition, project recommendations include ten (10) projects for further consideration that are relatively inexpensive and easily implemented which address safety issues identified by the public.



North

Scale in Feet

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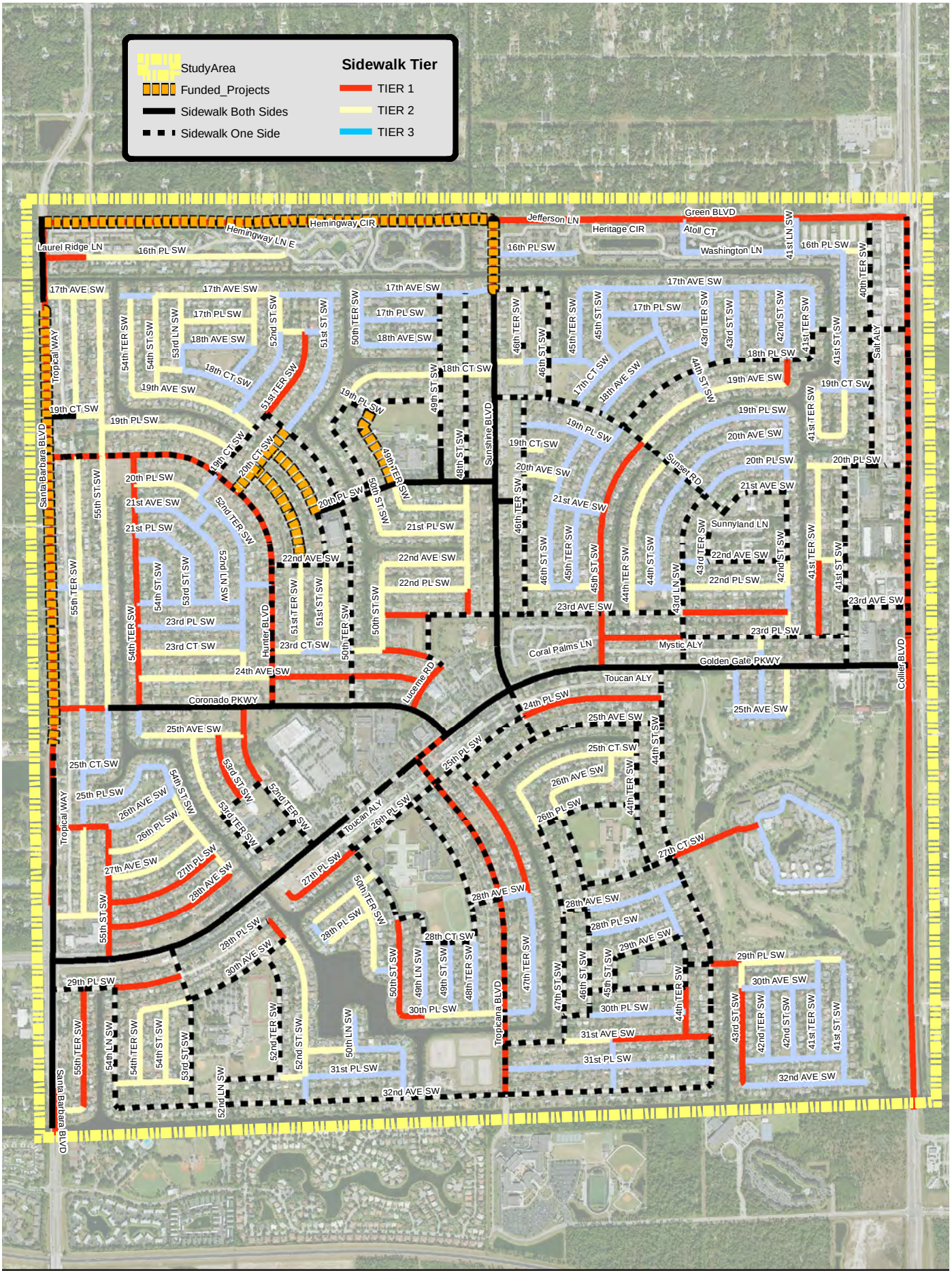
Golden Gate City Walkable Community Study

Level of Service - Overall
Golden Gate Community
Naples, Florida



Golden Gate City Walkable Community Study

Scale in Feet
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North

Tier Needs Map
Golden Gate Community
Naples, Florida

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Introduction

The Golden Gate City Walkable Community Study assesses the pedestrian experience (walkability) within the community today by reviewing existing conditions and working directly with stakeholders and members of the community that live and work there. Understanding the mobility options available today, and how the community currently travels, provides a foundation for the study. The analysis is based on both quantitative and qualitative factors which are used to prioritize projects which will ultimately improve walkability within Golden Gate City.

This study does more than provide justification for establishing priorities for sidewalk network improvements, it brings an awareness of the mobility and safety needs of the community. This increased awareness will help garner support and build a case for expedited implementation of the required infrastructure improvements.

WALKABLE COMMUNITY

A walkable community is defined as having compact residential development, a mix of land uses, a well-connected street network, bus stops, sidewalks, bicycle lanes, and mixed-use paths. It is a community where one can safely and efficiently get to the store, school, park, or other destinations within the neighborhood without the use of an automobile.

Walkable Community Studies
Collier MPO website

The report focuses on practical steps to enhance the most common needs of walking and bicycling trips as identified by public input and best practices research. Needs include Safe Routes to School; First- and Last-Mile walking and bicycling links to transit; and how to reach common destinations by foot or pedal for shopping, school and community life.

The two main goals of this study are:

1) To provide Collier County agencies and organizations an efficient and effective ways to integrate the pedestrian needs of the Golden Gate City community, especially children, into their prioritized, funded projects.
2) To update current policies and practices to better meet the mobility needs of Golden Gate City residents seeking healthier lives and a deeper sense of community.

With such a high concentration of people who rely on walking or bicycling for transportation, the solutions pioneered in the Golden Gate City community, once enacted, can be studied, amended (if necessary) and applied to other parts of Collier County to entice a healthier and more environmentally friendly way of life.

Creating a livable community requires looking at it through an "8 to 80" lens. A place that is comfortable and safe for an 8-year-old to bike or an 80-year-old to walk will work well for the community as a whole.

Purpose

This report documents the information gathering, analysis, and results of the Golden Gate City Walkable Community Study. It contains a description of the existing conditions within the study area, area demographics, public outreach events, a Pedestrian Level of Service (PLOS) analysis, a Facility Analysis, a prioritized "Tiered" list of projects, and additional recommendations for pedestrian infrastructure improvements in Golden Gate City.

This document is intended to be used to coordinate and schedule pedestrian infrastructure improvements through the Collier MPO's planning process and provide an informative and defendable resource for potential grant opportunities.

Walkability studies are partially, but not fully quantifiable, so quantitative data gathered for the study must be supplemented by the public engagement process. In addition, the study team must also observe what people in the community do to overcome the lack of walking and bicycling infrastructure. Combining these three data sets

and analyzing the information gives rise to the studies recommendations. Understanding how all people in Golden Gate City (drivers, pedestrians, and bicyclists) use their transportation infrastructure will bring clarity to the real issues and inspire the most successful solutions.

Background

Golden Gate City is a four-square mile community located east of downtown Naples in Collier County. It is a safe, diverse, family-oriented community that offers immediate access to education, parks, shopping, and services within a vibrant, walkable community. The City was platted for development in the 1960s. Small residential lots line the curvilinear roads with commercial and governmental services clustered on the major and minor arterials. The noncontiguous layout of the community is mainly auto-centric. Unfortunately, the original development plans did not include pedestrian amenities like sidewalks and walking paths. Although the County has constructed sidewalks segments within the community, particularly around the many schools in Golden Gate City, the majority of streets do not have adjacent sidewalks to provide residents a safe and efficient means of travel.

Despite a lack of infrastructure, the rates of walking and biking in Golden Gate City are very high. Bike corrals at schools are full, sidewalks overflow at times, and crossing guards are busy. However, many residents walk and bike around the community on a daily basis not always because they choose to, but often because it is their only mode of transportation.

In 2008, the Collier Metropolitan Planning Organization (MPO) and the Bicycle and Pedestrian Advisory Committee (BPAC) identified the need to explore bicycle and pedestrian mobility issues throughout Collier County and specifically assess and improve walkability conditions in specific communities and neighborhoods. Walkable Community Studies were identified for Naples Manor, Immokalee, Bayshore, and Golden Gate City.

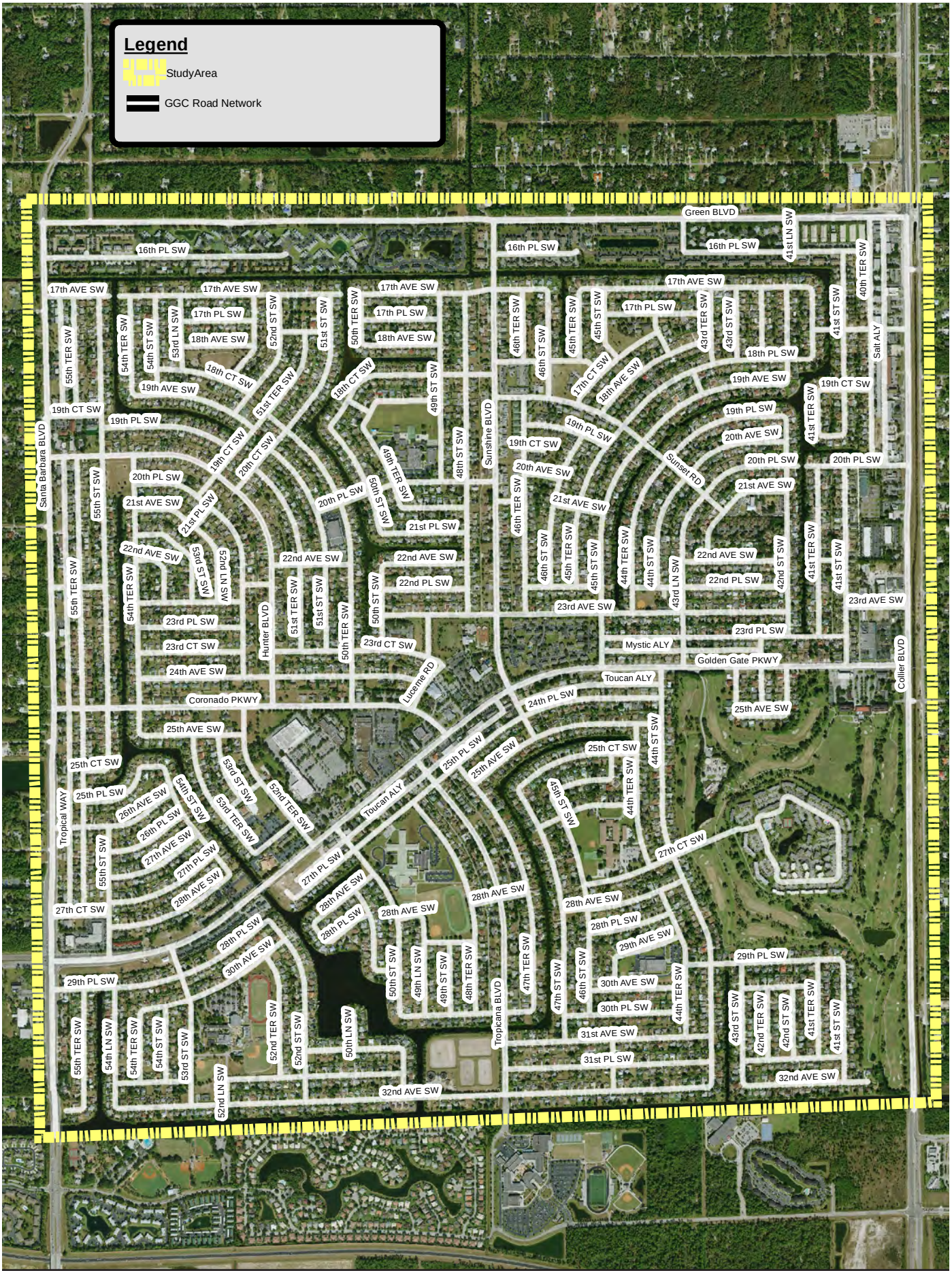
To date, the first three studies (Naples Manor, Immokalee, Bayshore) have been completed and the results were incorporated into the Collier MPO's Comprehensive Pathways Plan. The Comprehensive Pathways Plan is used by the BPAC to prioritize bicycle and pedestrian projects for future funding considerations. The study's results may also be used by Collier County, its cities, Community Redevelopment Agencies (CRAs), and Municipal Service Taxing Units (MSTU) to develop their capital improvement programs.

In 2017, the Collier MPO initiated the Golden Gate City Walkable Community Study. The unique challenge of the Study is not how to encourage its residents to venture out on foot, it is how to make sure residents are comfortable and safe when they are traveling on foot or bicycle. The study was performed with this challenge at the top of the list of project goals.

Existing Conditions

Study Area

The Golden Gate City Walkable Community study area (**Exhibit 1** shown on the following page) encompasses the infrastructure within the borders of the four-square mile community. The boundaries of the study area are Collier Boulevard (CR 951) to the east, Golden Gate Canal to the south, Santa Barbara Boulevard to the west, and Green Boulevard to the north.



Golden Gate City Walkable Community Study

Exhibit 1
Project Study Area
Golden Gate Community
Naples, Florida

Road Network

The study area contains a total of 76 miles of roadways. The majority are classified as local roads and have a typical cross-section of two travel lanes, no sidewalks, no curbs, and open drainage. The table on the right shows the breakdown of the roadway classifications (in miles) in the road network.

Roadway Miles by Classification				
Total	Collector	Local	Arterial*	Service Road
76	3.9	61.7	8.0	3.3

Note: Most of the roads operate at an acceptable Level of Service (LOS), although Golden Gate Parkway (the main east-west arterial) is expected to be deficient by 2026.

Points of Interest and Key Destinations

Located within the study area are a variety of attractors and destinations which generate trips and dictate the need for safe and efficient pedestrian and bicycle infrastructure. The proximity of residences to destinations such as schools, parks, community centers, government facilities and commercial areas determine trip length and mobility options. This section identifies key destinations, provides details on usage and shows where the destinations are concentrated in the Exhibits 2, 3, and 4 on the following pages. Knowing where the destinations are located helps determine future needs for pedestrian and bicycling connections. The proximity of destinations to roadway/network segments was used to determine a priority matrix of needs. Each destination was shown with a buffer of 1/8, 1/4 and 1/2-mile radius. That correlation is further explained in the analysis section of this report.

Schools

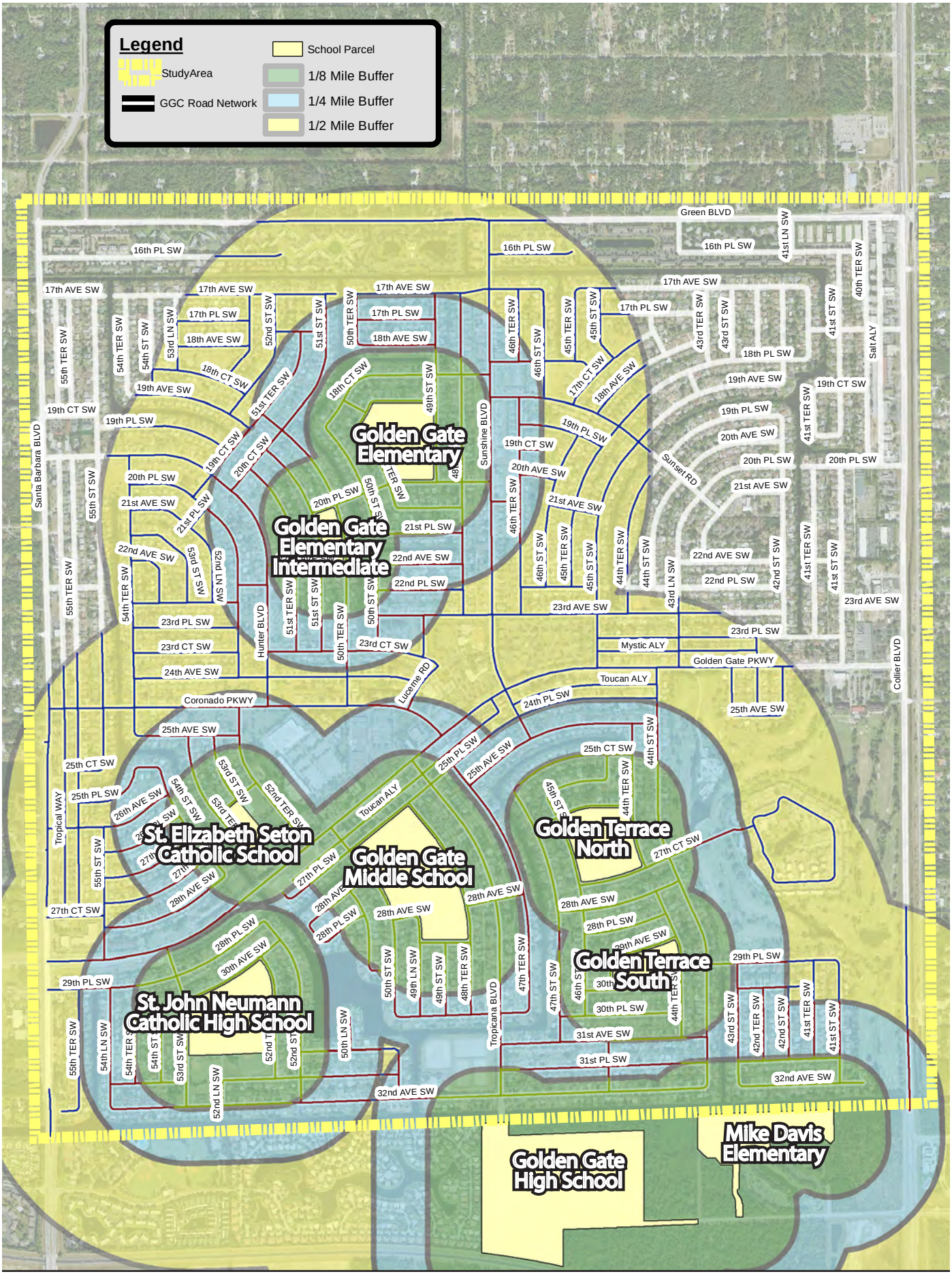
There are seven schools located within the study area boundary and two schools* immediately south of the study area.

- Golden Gate Elementary
- Golden Gate Elementary Intermediate
- Golden Terrace Elementary North
- Golden Terrace Elementary South
- Golden Gate Middle School
- St. Elizabeth Seaton Catholic School
- St. John Neumann Catholic High School
- Golden Gate High School*
- Mike Davis Elementary School*

Morning car line at Golden Terrace Elementary' s north campus

The two elementary schools are each split into two campuses. Golden Gate Elementary has a larger campus to the north of 20th Place SW for kindergarten through second grade. A second campus to the west and south of 20th Place SW is for third through fifth grade. The campuses are separated by a canal running north and south. A pedestrian bridge was built over the canal and adjacent to 20th Place SW for the students and parents traveling between the two schools using Safe Routes to School funds. Golden Terrace Elementary is organized in a similar way. The primary campus is on 44th Terrace SW, and the secondary campus is about two blocks away, also on 44th Terrace SW.

Observations were made during morning drop-off and afternoon dismissal at Golden Gate Elementary, Golden Terrace Elementary, Golden Gate Middle School, and Golden Gate High School to better understand how students and parents access the schools. Many students walk and bicycle to school or are accompanied by their parents and sometimes younger siblings in strollers.



North

Scale in Feet

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Golden Gate City Walkable Community Study

Exhibit 2
School Proximity Map
Golden Gate Community
Naples, Florida

Commercial Locations

A variety of shopping centers are located along Golden Gate Parkway and Collier Boulevard. Some are larger developments while others are strip developments. There is a large chain grocery store (Winn Dixie), between Golden Gate Parkway and Coronado Parkway. A large commercial development used to be home to a Kmart, but is now vacant, leaving an opportunity for redevelopment that can serve the community. There are many other small grocery stores that meet the daily needs of Golden Gate City residents. These are mostly along Golden Gate Parkway and the northern section of Collier Boulevard.

Commercial sites on Golden Gate Parkway are strip malls located close to the road

Government Services

Most government services are located in the heart of Golden Gate City on Golden Gate Parkway between Coronado Parkway and Sunshine Boulevard. This location is home to a fire station, sheriff's office, county tax collector, and public library. There is also a post office located on the corner of Collier Boulevard and Golden Gate Parkway.

Government services are centrally located in Golden Gate City

Parks

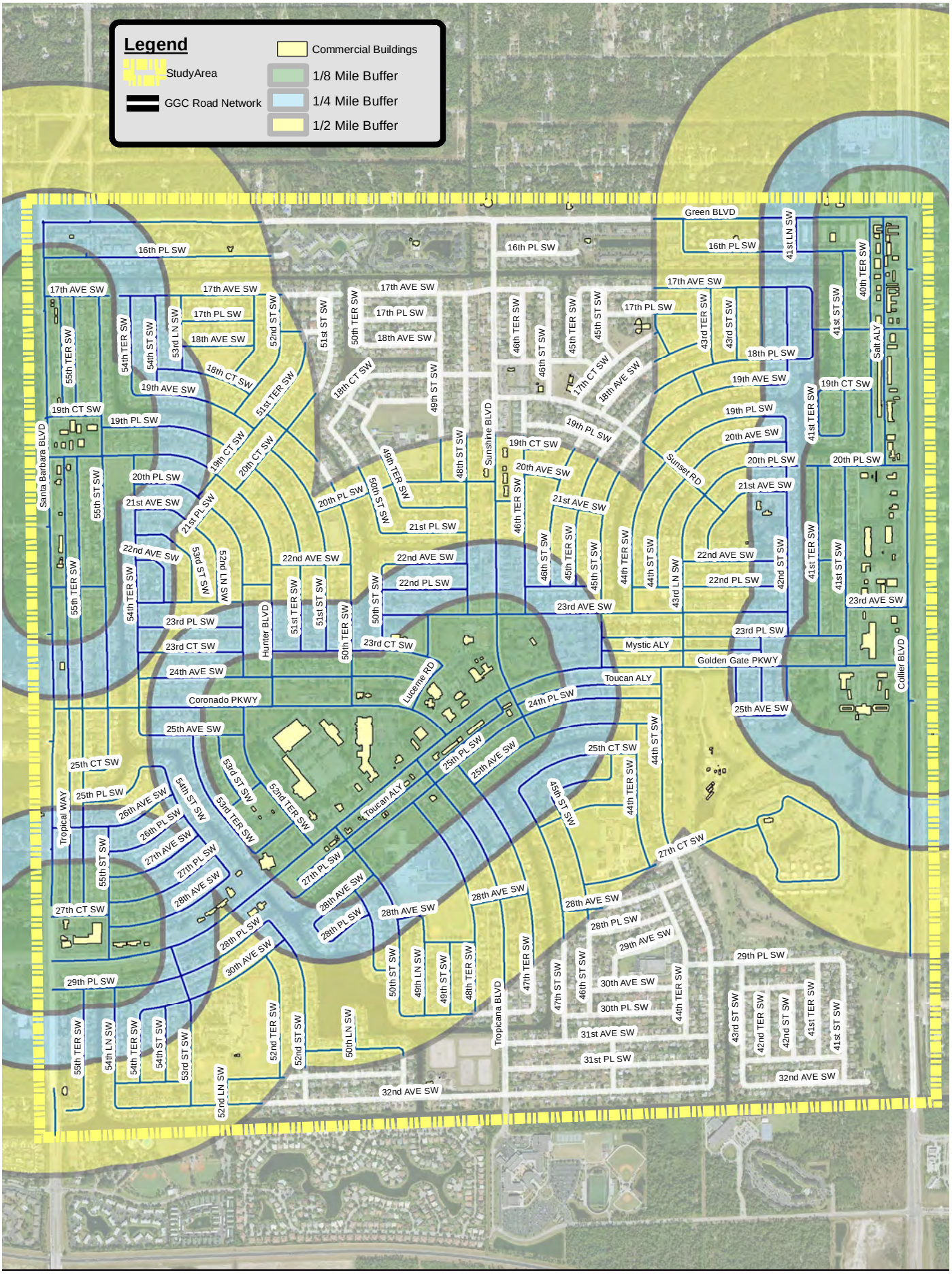
There are two large parks in Golden Gate City: Wheels BMX Skate Park on Sunshine Boulevard adjacent to the community center and the Golden Gate Community Park on Santa Barbara Boulevard just south of the Golden Gate Canal (outside of the study area). This park's location makes walking or biking to the park difficult, and its borders (the canal, a major road, and the interstate to its south) isolate the park from the community. There are also two small neighborhood parks within Golden Gate City; Rita Eaton Neighborhood Park and Aaron Lutz Neighborhood Park.

Rita Eaton Park is a passive neighborhood park

Community Centers

There are two Community Centers in Golden Gate City. The Golden Gate Community Center serves as a town square. It is a place where the community comes together for public meetings, arts events, festivals, farmers markets, and food assistance programs. Grace Place for Children and Families offers educational programs including early childhood education, youth education, adult education, P.A.C.T. (parent and child together) time, and family literacy activities. The Friday Food Pantry generates significant activity and traffic of all modes in the northeast section of Golden Gate City. According to its website, Grace Place served more than 800 families in 2017, and the Friday Food Pantry served 2,500 families.

The Golden Gate Community Center is a popular destination for residents of Golden Gate City



Golden Gate City Walkable Community Study

Exhibit 3
Commercial Proximity Map
Golden Gate Community
Naples, Florida

Golden Gate City Walkable Community Study

Exhibit 4
Community Centers and Parks Proximity
Map Golden Gate Community
Naples, Florida

Multimodal Network

The study area's multimodal network consists of sidewalks, bike lanes, and transit service. There are no multi-use paths or pathways. The existing sidewalk and bike lane network is shown in **Exhibit 5** on the following page.

Sidewalks

In the study area, approximately 36 percent of road miles have some sidewalk coverage. There are 4.3 miles of roadways with sidewalks on both sides and 22.9 miles of road with a sidewalk on one side. Roadways with sidewalks on both sides include; Coronado Boulevard, Sunshine Boulevard, Golden Gate Parkway (majority), and Green Boulevard (Santa Barbara Boulevard to Sunshine Boulevard).

Bike Lanes

Approximately 4 percent of road miles within the study area have some bike lane coverage. There are 1.2 miles of roads with bike lanes on both sides, and 1.8 miles of roads with bike lanes on one side. Bike lanes are found on Hunter Boulevard from Coronado Parkway to Santa Barbara Boulevard, Santa Barbara Boulevard from Coronado Parkway to the south study area limits, Tropicana Boulevard from 25th Place SW south to 32nd Avenue SW.

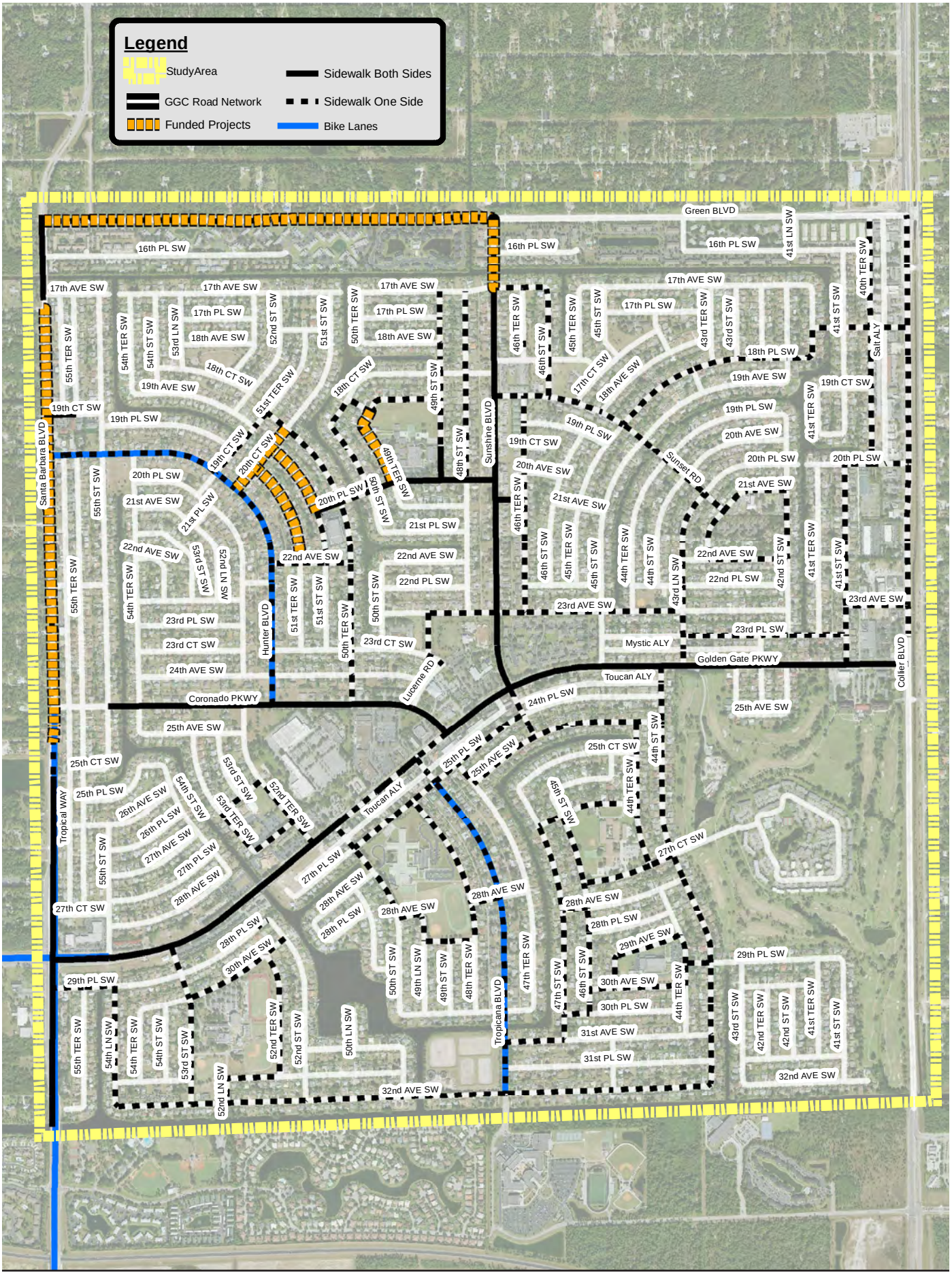
Multi-use Trails

There are no multi-use trails within the study area. Multi-use trails, pathways, or greenways are typically eight to 12-foot wide paved paths separated from the roadway by a buffer. They are ideal for people on foot as well as on bicycles. Multi-use trails can be used for both recreation and transportation and are ideal for a walkable community.

Planned Multimodal Improvements

The 2017 Transportation Improvement Program (TIP) lists the following five multimodal improvement projects within the study area. These projects will add to the existing bicycle and pedestrian network in Golden Gate City.

Funded Multimodal Projects					
Project Location/ Description	**FY2019**	**FY2020**	**FY2021**	**FY2022**	**FY2023**
Green Boulevard from Santa Barbara to Sunshine Boulevard; **Five-foot bike lanes (both directions)**			$226K for Preliminary Engineering		$1.1M Construction
49th Terrace SW from 20th Place SW to 19th Place SW; **Sidewalk**	$183K for Construction				
Golden Gate Parkway from Tropicana to 50th Street SW and Santa Barbara from Cedar Tree Lane to Copper Leaf Lane; **Sidewalk**	$610K for Construction				
51st Street SW from 20th Place SW to 20th Court SW, 51st Terrace SW from 22nd Avenue SW to 20th Court SW, and 20th Court SW from Hunter Boulevard to 50 Terrace SW; **Sidewalk**	$280K for Construction				
Sunshine Boulevard from 17th Ave SW to Green Boulevard; **Sidewalk**	$517K for Construction				



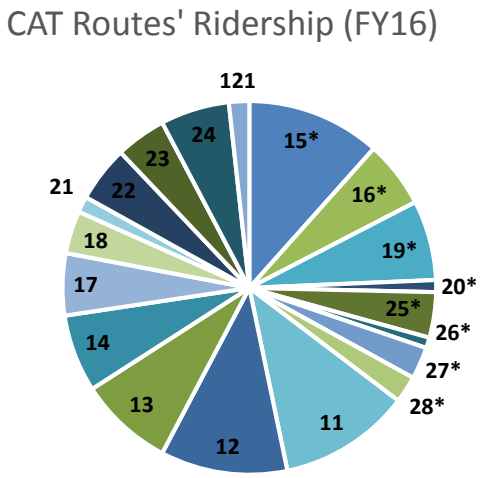
Golden Gate City Walkable Community Study

Exhibit 5
Existing Bicycle and Pedestrian Network
Golden Gate Community
Naples, Florida

Transit

Collier Area Transit (CAT) serves the Golden Gate City area with 8 transit routes and 37 bus stops. Although CAT has a total of 20 transit routes, the ridership of the routes serving the study area (see below) accounts for 35 percent of CAT's system-wide ridership (2017 Transit Development Plan).

This statistic helps validate the need for pedestrian infrastructure within Golden Gate City servicing the "First- and Last-Mile" walking and bicycling links to transit.



Ridership of Routes Serving Study Area

Route	FY16 Ridership
15	113,238
16	56,673
19	67,502
20	10,133
25	38,367
26	8,955
27	27,114
28	22,683
Total	**344,665**

The figure above shows all CAT routes (labeled with the route number) and their relative share of ridership; the routes serving Golden Gate City are marked with an asterisk.

Transit Coverage

The transit routes provide access for residents to destinations and services throughout the County. It is important to understand how the transit system can impact pedestrian and bicyclist needs in Golden Gate City. Nearly every transit passenger is either a pedestrian or bicyclist before and after riding the bus. Often it is the space between the transit stop and the final destination, the last mile of a trip or the crossing of a busy arterial, that can lack dedicated facilities to connect passengers. Connecting the transit stops to final destinations, such as grocery stores or governement centers, with safe and comfortable facilities, including crosswalks, will fill in the "first mile and last mile" gaps. Further study is recommended to concretely understand where passengers may experience barriers and safety issues when trying to access transit as well as how transit vehicles may impact other vehicles on the road, such as with frequent stops in the travel lanes and by creating visual barriers.

Route 15 is CAT's most utilized route. Route 15 serves the Golden Gate City area making connections at both the CAT Operations and Administration Facility (located just south of the Golden Gate City study area), and the Intermodal Transfer Facility at the Collier County Government Center (near Airport Pulling Road and Tamiami Trail). Route 15 provides fixed route service seven days a week. The route has demonstrated steady ridership consistent with a maturing fixed route service.

Route 16 serves the Golden Gate City area making connections at both the CAT Operations and Administration Facility and the Intermodal Transfer Facility. Route 16 provides fixed route service six days a week.

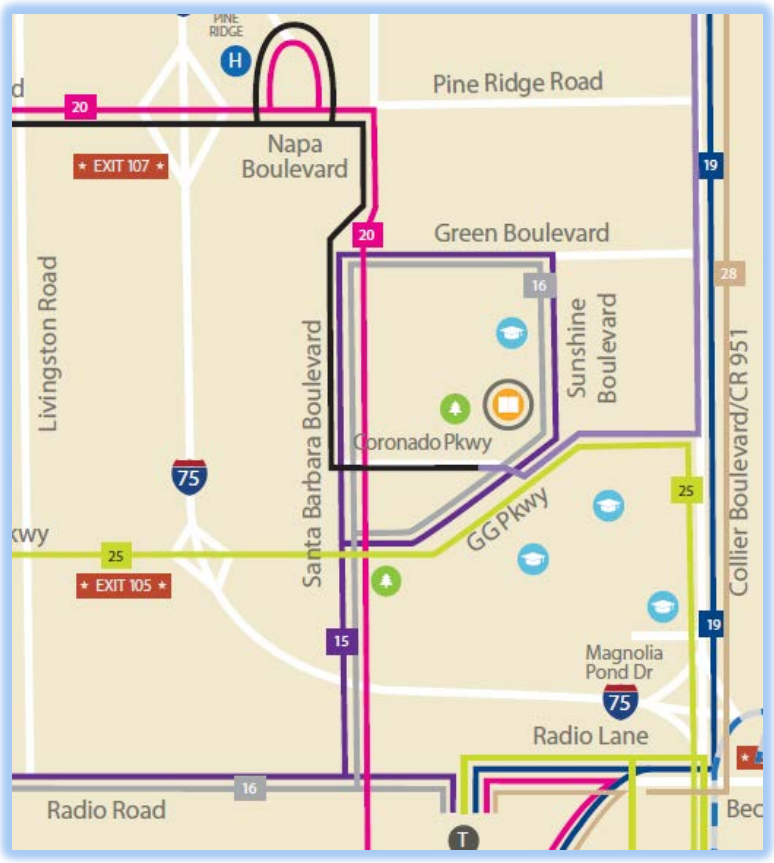
Route 19 currently connects Immokalee with Naples, making connections at the Intermodal Transfer Facility and Immokalee Health Department; the route includes stops along Collier Boulevard. Route 19 provides fixed route service seven days a week. Route 19 has the same origin and destination as Route 28 but travels on different roads.

Route 20 serves the Pine Ridge Road area making connections at the CAT Operations and Administration Facility, and on Santa Barbara Boulevard in Golden Gate City. Route 20 provides fixed route service seven days a week with limited frequency.

Route 25 serves the Golden Gate Parkway and Goodlette-Frank Road corridors. Route 25 provides fixed route service seven days a week, with limited service on Sundays.

Route 26 serves the Pine Ridge Road and Golden Gate City area, including Naples Boulevard, Santa Barbara Boulevard, Coronado Parkway and Clam Pass Park. Route 26 provides fixed route service seven days a week, with limited hours throughout the day.

Route 27 is a new route that starts at the Golden Gate Community Center and provides access to Immokalee Road, the Sun 'n' Fun Lagoon, and connects with Routes 11, 12, and LinC at the Creekside Super Stop. Route 27 provides fixed route service seven days a week.



CAT routes within and adjacent to the study area

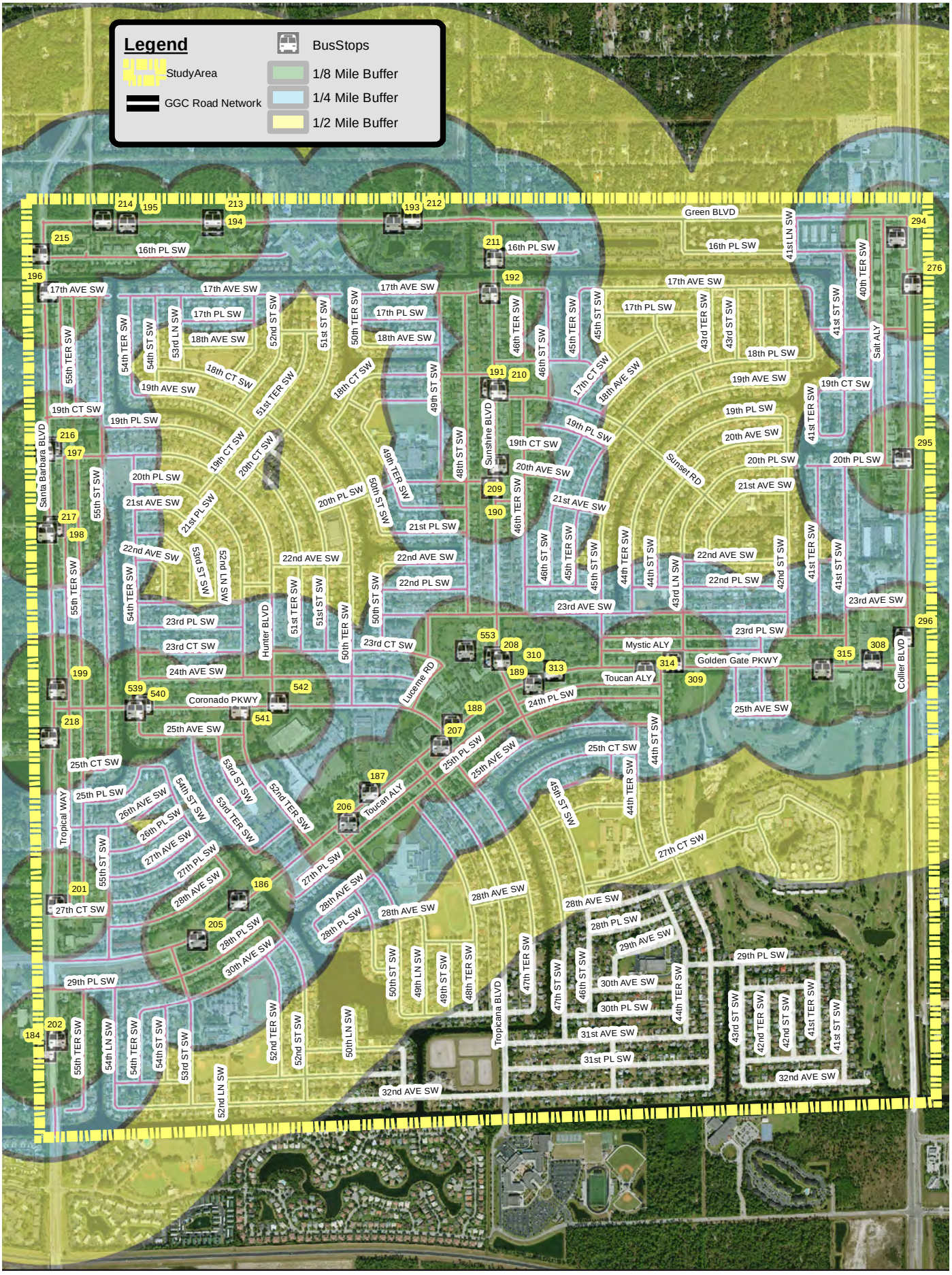
Route 28 is a new route that serves Oil Well Road and Everglades Boulevard as well as Collier Boulevard in the Golden Gate City study area. Route 28 was created after a reduction in service hours to Route 19. The origins and destinations for the two routes are the same, but the routes travel on different roads.

Bus Stops and Amenities

In Golden Gate City, bus shelters exist along Tropicana Boulevard, Sunshine Boulevard, and Golden Gate Parkway. A covered shelter provides a comfortable place to await the bus, but it also allows those walking and bicycling a place to pull over to either rest, escape from the heat or avoid a sudden Florida rain storm.

As of March 2018, 12 enhanced bus shelters have been designed for installation throughout Collier County, including one on Sunshine Boulevard. Each will include the following shelter infrastructure; bench, bike rack, trash receptacle and a standard ADA compliant boarding and alighting area.

Note: Opportunities should be evaluated for additional bus shelter locations in Golden Gate City to enhance the ridership experience.



Golden Gate City Walkable Community Study

Exhibit 6
Collier Area Transit Proximity Map
Golden Gate Community
Naples, Florida

Safety

This study looked at available crash data to determine if there are any accident patterns that reveal deficiencies in the walking network that would impact pedestrian safety. Analysis included a review of crashes over a five-year-period, as well as discussions about personal experience and perceptions with residents and other stakeholders at the public engagement workshops. The evaluation determined that the accidents were mostly random as opposed to “Dangerous by Design.”

Bicycle and Pedestrian Crashes

There were a total of 75 bicyclist and pedestrian crashes reported in Golden Gate City between January 2012 and January 2017. Crashes involving pedestrians and bicyclists made up 13 percent of all crashes.

There were two fatalities during that time period: a 20-year-old cyclist was struck on Collier Boulevard and 23rd Avenue, and a 40-year-old pedestrian was struck on Santa Barbara Boulevard at Cedar Tree Lane. The cyclist was hit during daylight hours; the pedestrian was hit at 1:00 am in an unlit area. It’s noteworthy that both fatal crashes occurred on roadways with a posted speed limit of 45 mph.

A total of six crashes resulted in severe or incapacitating injury. Of those, three involved cyclists and three involved pedestrians. Of the two cyclists whose age is known, one was 23 and the other 59 years old. Of the two pedestrians whose ages were recorded, one was 29 and the other 55 years old. Three of the crashes causing severe injuries occurred during daylight; two occurred after dark in lighted locations, and one occurred in an unlit location. Three occurred at non-intersection locations: two at an intersection, and one involving a 55-year-old pedestrian occurred in a parking lot, which was attributed to “improper backing” on the part of the driver. Contributing causes were identified for two of the other crashes: one cited the driver for failing to yield the right of way and the other for operating a motor vehicle in a careless or negligent manner.

The relatively small number of crashes involving serious injuries and fatalities is likely due to the limitations on the driving speeds due to posted speed limits, intersection spacing and enforcement. It is encouraging to note that no crashes involving children and youth under the age of 18 were reported during that time period.

Crashes involving bicycles or pedestrians, 2012 – 2017

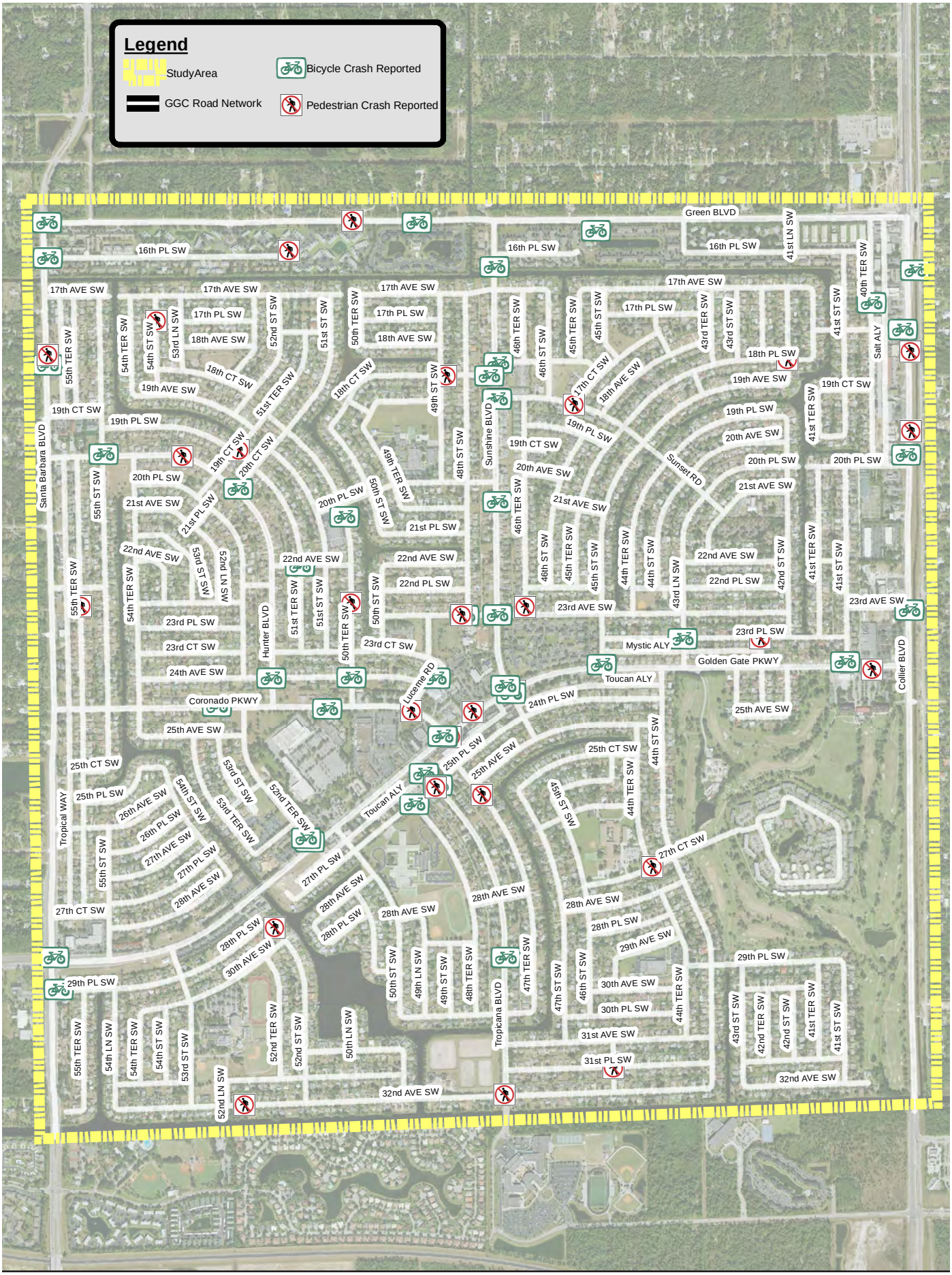
Mode	Crashes with No Injuries	Crashes with Possible Injuries	Crashes with Non- Incapacitating Injuries	Crashes with Incapacitating Injuries	Crashes with Fatalities	Other Crashes	Total Crashes 2012-2017
Bicycle	9	1	1	3	1	31	46
Pedestrian	3	8	1	3	1	13	29
TOTAL	12	9	2	6	2	44	75

Safety within School Zones

An analysis of the current crash history of the Golden Gate Community does not indicate an accident problem within the vicinity of schools. **However, school administrators, parents and other members of the public remained concerned about safety for children walking and biking around schools.** Streets near schools perceived to be unsafe due to a lack of sidewalks and bike lanes can inhibit kids from walking and biking.

School safety was a message heard at all the public engagement events. It should be noted that when the perception of safety was discussed during outreach events in January 2018, one parent walking her son to school cited cars speeding near the elementary school and failing to stop at stop signs as reasons why she feels unsafe as a pedestrian.

Therefore, providing safe driving, bicycling, and walking environments within one-half mile of each school is a major emphasis of this report. Walking and bicycling to school for most residents is a way of life. Besides being the only available options for many students, it provides social and physical health advantages.



Golden Gate City Walkable Community Study

Exhibit 7a
Bicycle / Pedestrian Reported Crash Map
Golden Gate Community
Naples, Florida

Pedestrian Safety and Crash Data. It should be noted that pedestrian safety does not always correlate directly with data regarding crashes and geographic specific solutions. Decades of detailed national reviews of pedestrian and bicyclist crashes by the U.S. DOT, National Highway Traffic Safety Administration and the Federal Highway Administration reveal that many of these crash events are similar.

- Are mostly random, especially on local streets (Exception "Dangerous by Design")
- Increase three-fold at night due to poor lighting, incapacitated and fatigued drivers, and higher numbers of pedestrians and bicyclists
- Often roadway designs, posted speed limits, and conditions invite motorists to drive with low beam headlamps which limits visibility.
- Pedestrians and bicyclists in dark clothing add to accidents since they can only be successfully detected by motorists at speeds below 30 mph.
- Aging drivers and aging pedestrians increase the likelihood of crash events.
- On higher speed roads (especially postings of 40 mph or higher) the crash numbers, severity, and likelihood of severe and fatal crashes go up exponentially.

Speed Kills! An overall reduction in speed and speeding will bring down not only the probability of a future crash, it will reduce the severity of a crash when it does occur. Lower speed limits and separated pedestrian and bicycle facilities will lead to more people feeling safe and will therefore increase walking and bicycling trips. As more people walk and bicycle, all crashes go down, including crashes of motorists.

In addition, Golden Gate City's schools also serve as significant gathering places for many after school activities. This adds to the benefits of providing pedestrian and bicycle facilities routes to schools. The community at large will enjoy the benefits of a healthier lifestyle and increased public safety within their neighborhood.

Exhibit 7a on the previous page shows the locations of concentrations of bicycle and pedestrian crashes where future Road Safety Audits would be an appropriate next step in analysis.

Those locations, shown in **Exhibit 7b** as a Concentration Map or "Heat Map," on the following page include:

- Golden Gate Parkway and Coronado Blvd
- Golden Gate Parkway and Sunshine Blvd
- Sunshine Blvd between 18th SW and Sunset Road
- Golden Gate Parkway and Santa Barbara Blvd
- Santa Barbara Blvd between Westport Lane and 17th Ave SW/Cedar Tree Lane

Additionally, missing crosswalks were noted at the following locations and could contribute to safety issues:

- Hunter Boulevard and Coronado Boulevard
- 23rd Avenue SW and Sunshine Boulevard
- 23rd Avenue SW and 49th Terrace SW

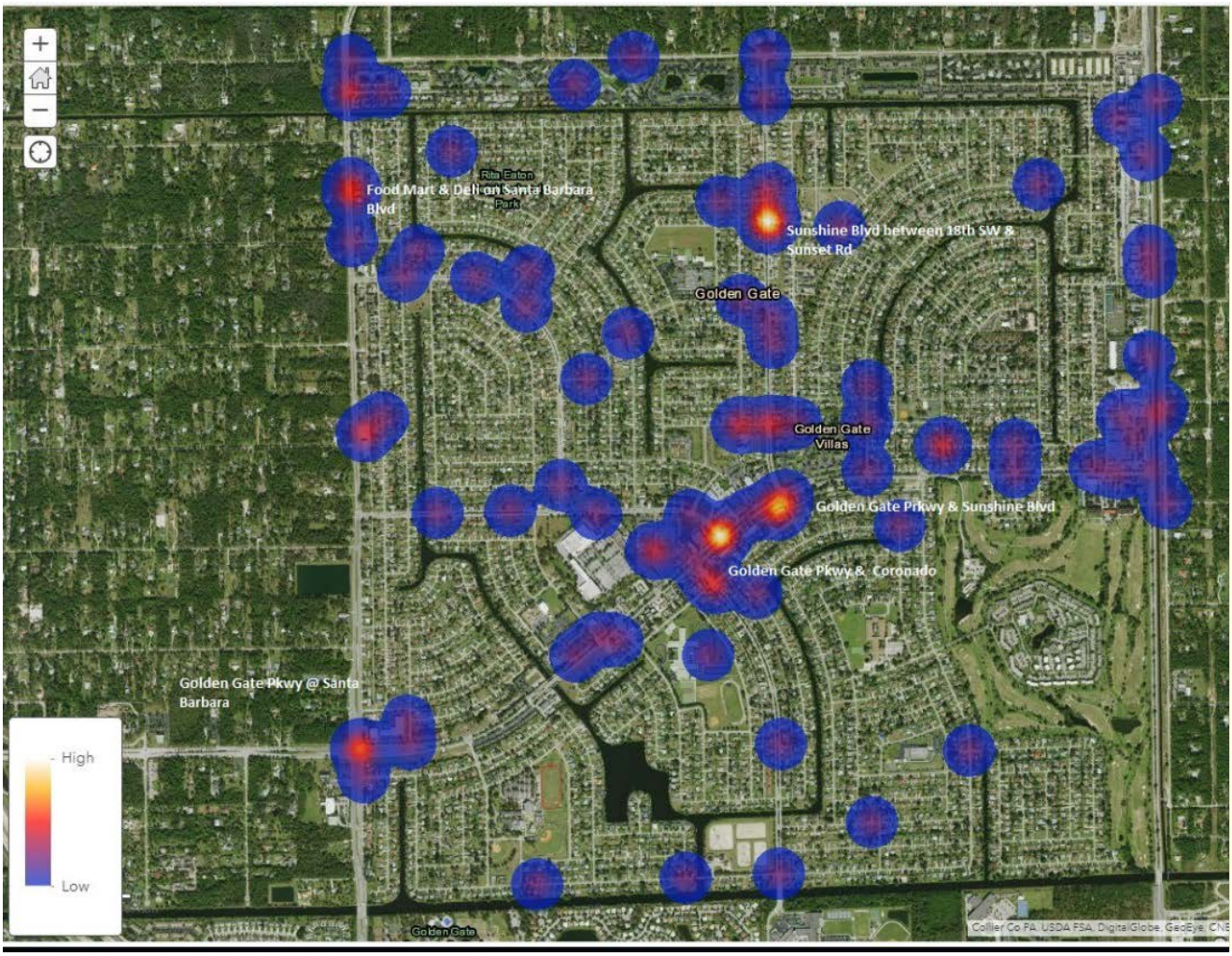


Exhibit 7b: Concentrations of Bicycle and Pedestrian Crashes

Community Health

While the focus of safety is typically on crashes, safety should also consider the general health benefits found in communities where walking and bicycling is supported and prevalent. The public health community recognizes that lack of physical activity is a major contributor to the hundreds of thousands of deaths caused by heart attacks and strokes. This number dwarfs the 32,675 total deaths nationwide due to motor vehicle crashes and the relatively small 4,884 pedestrian deaths in 2014. In fact, the number of deaths in 2000 caused by poor diet and physical inactivity increased by approximately 66,000, accounting for about 15.2 percent of the total number of deaths. Promoting walking and bicycle trips with safe infrastructure will result in a healthier lifestyle for Golden Gate City residents.

Pedestrian Lighting

One of the most frequent comment topics heard at the outreach events in January 2018 was the poor lighting conditions for pedestrians. This comment came from residents and stakeholders throughout the study area, and many stated that it is the number one hurdle that prevents them from walking in the evenings.

While Florida Power and Light maintains many streetlights in the area, observations and interactions with residents confirmed they are not adequate to support the needs of the community. The Municipal Service Taxing Unit (MSTU), maintains decorative landscaping lights along Tropicana Boulevard, but the lights illuminate portions of a planted median and not where pedestrians are walking.

Note: The residents of Golden Gate City may benefit from a Lighting Study, which would evaluate existing conditions and make specific recommendations for supplemental lighting in areas where visibility was limited or below proper lighting standards.

This topic is discussed further in the Pedestrian Level of Service section of the report.

Conclusion

A review of the crash data associated with this study area determined most crashes involving people walking and biking occurred on higher speed, higher volume roads like Golden Gate Parkway and Collier Boulevard. While this report isn't a full safety analysis, a cursory look at the data doesn't reveal patterns that suggest the lack of walking and biking infrastructure in Golden Gate City is contributing to the crashes that appeared in historic reports. The available crash data was utilized in the analysis portion of this report and aided in the prioritization of needed pedestrian and bicycle infrastructure.

A full safety analysis, including interviews with regular users of the network, may reveal other "warning" patterns. For example, anecdotal evidence may reveal many near-misses at a particular location at school dismissal. A detailed study may reveal that many people choose to take a longer, safer route to their destinations in an effort to avoid a missing crosswalk or poor lighting. These experiences do not show up in crash reports.

Imperfect Crash Reports. Crash reports from law enforcement agencies have traditionally been the source of bicycle and pedestrian crash statistics. While these reports provide significant information they have also been referred to as the "tip of the iceberg" because they are often limited to events that occur on a public roadway and exclude events that occur in parking lots, driveways, on sidewalks and on private roads. Other factors that contribute to the under reporting include the presence and/or severity of any injuries; whether an insurance claim is filed; and whether those involved wish to not report the crash.

A literature review done by the Federal Highway Administration (FHWA) determined that only 60 to 75 percent of hospitalized victims of pedestrian and bicycle crashes were identified in official motor vehicle crash files. The report also found that for persons receiving emergency room treatment but not hospitalization, the reported crash percentage ranged from 50 to 60 percent.

A study done by Elvik and Mysen found that 95 percent of all fatal pedestrian and bicycle crashes are captured in official crash data. However, the percent of reported crashes declined dramatically with decreasing injury severity to as low as 25 percent of all crashes. A similar study found that bicyclists who were hospitalized or killed were 1.4 times more likely to be reported in official state crash data than bicyclists who received emergency room treatment but who were not admitted to the hospital.

- excerpt from Existing Conditions Analysis prepared by Collier MPO (Eric Ortman, author) for Bike/Ped Master Plan Update, 2018

Land Use

Golden Gate City has a relatively mixed land use composition. The following land use designations (shown in **Exhibit 8**) help planners understand where people are likely to walk and bike (commercial areas are destinations as are schools and parks, for example); they are also policy tools that can be used to help encourage a more walkable community by:

1. Developing destinations in proximity to or within residential areas
2. Promoting higher density

These polices would contribute to Golden Gate City being an active and walkable community, within the land use designations.

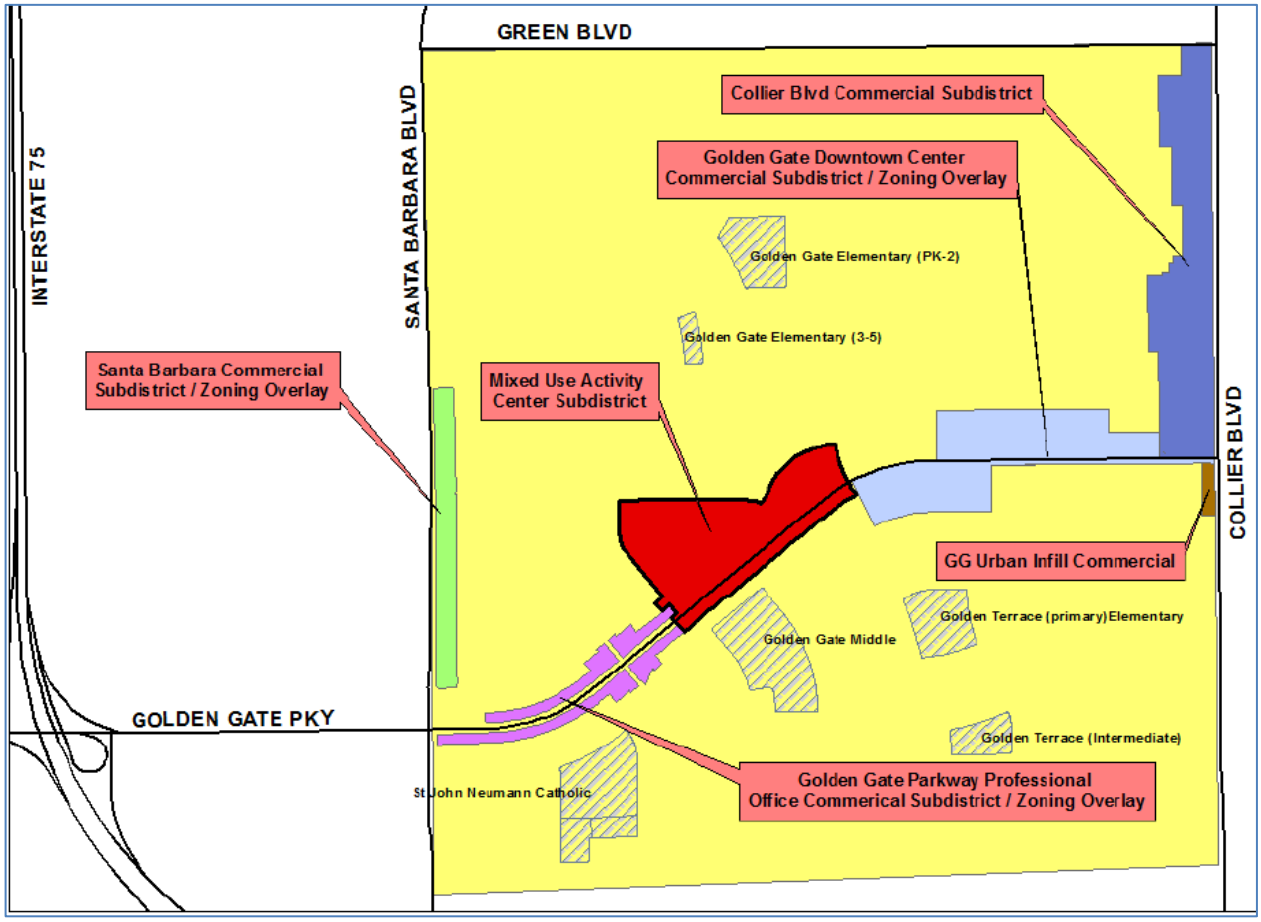


Exhibit 8: Golden Gate City Future Land Use Designations

Urban-Mixed Use District. This district is intended to accommodate various residential and commercial land uses including single-family, multi-family, duplex, and mixed-use.

High Density Residential Subdistrict. To encourage higher density residential and promote mixed uses in close proximity to Activity Centers, these residential zoned areas permit up to 12 dwelling units per acre.

Downtown Center Commercial Subdistrict. The primary purposes of the Downtown Center Commercial Subdistrict are to encourage redevelopment along Golden Gate Parkway, to improve the physical appearance of the area, and create a viable downtown district for the residents of Golden Gate City and Golden Gate Estates.

Mixed-use Activity Center Subdistrict. The Activity Center designation of the Future Land Use Map is intended to accommodate commercial zoning within the Urban Designated Area. Activity Centers are intended to be mixed-use in character.

Golden Gate Urban Commercial In-fill Subdistrict. This subdistrict is located at the southwest quadrant of CR 951 and Golden Gate Parkway. Commercial uses are limited to low intensity and intermediate commercial uses.

Santa Barbara Commercial Subdistrict. The intent of the Santa Barbara Commercial Subdistrict is to provide Golden Gate City with an area that is primarily commercial, with an allowance for certain conditional uses. The types of uses permitted within this subdistrict are low intensity retail, offices, personal services, and institutional.

Golden Gate Parkway Professional Office Commercial Subdistrict. The provisions of this subdistrict are intended to provide Golden Gate City with a viable professional office district with associated small-scale retail.

Collier Boulevard Commercial Subdistrict. The primary purpose of the Collier Boulevard Commercial Subdistrict is to encourage redevelopment along Collier Boulevard in order to improve the physical appearance of the area. This subdistrict is intended to allow a mix of uses, including heavy commercial within those areas presently zoned C-5.

Redevelopment

The **Golden Gate City Redevelopment and Renewal Study** is currently underway. It indicates a compelling community-wide desire for redevelopment within the existing commercial areas. Collier County is responding to this desire by:

1. Taking ownership of Golden Gate City utilities
2. Amending the Golden Gate Area Master Plan to streamline land use designations and to add job-promoting uses
3. Amending the land development code to improve development standards and process
4. Submitting Golden Gate City for federal designation as an Opportunity Zone. This designation will create a funding source to attract and retain businesses and improve infrastructure.
5. Considering the establishment of an Economic Development ordinance
6. Studying the development potential of County-owned land adjacent to Golden Gate Parkway

A Focus Area for redevelopment along Golden Gate Parkway has been identified and is shown below.

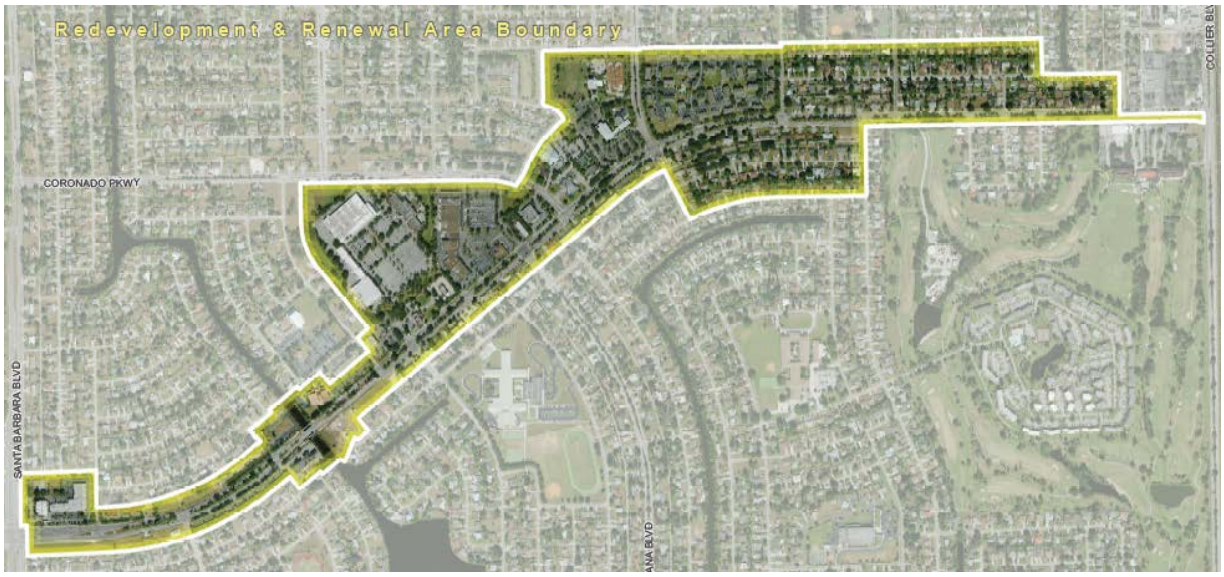


Exhibit 9: Redevelopment and Renewal Focus Area Boundary along Golden Gate Parkway

The **Golden Gate Area Master Plan Restudy** also affects Golden Gate City. The report covers three diverse geographic areas: the eastern or rural estates west of CR 951, the western or urban estates west of CR 951, and Golden Gate City. More than 300 people took part in a series of workshops for the **Golden Gate Area Master Plan Restudy,** still in development, and many are volunteering to stay active with planning. Some of the results include:

- According to a community questionnaire, 63 percent of the residents never walk. Five percent reported walking monthly, 8 percent weekly, and 22 percent walk daily.
- Eighty percent of the population has never used the local transit service.
- School related trips are higher than the Florida or national average, with about 37 percent of students reported walking or biking to school.
- Traffic calming, sidewalks, and bike routes/lanes are the highest priority improvements sought by participants.

The following were identified as things that would most improve the future of **Golden Gate City:**

- Code enforcement
- Safety of pedestrian, bicyclists
- Infrastructure
- Create a CRA
- Reduce public transit headways
- Create a community trolley
- Lighting
- Preserve green space

Socioeconomic Data

In addition to understanding the infrastructure in Golden Gate City, it is important to know who lives in the community. Where do they work, how do they get there, what are their economic circumstances? The answers to these questions help further the knowledge of who might want and need to walk and bike and what they require for infrastructure.

Golden Gate City is a Census Designated Place whose boundaries match the study area boundaries. The following socioeconomic data came from the 2040 Long Range Transportation Plan Update and/or from the American Community Survey Five-Year estimates.

Population

There are approximately 29,000 people living in the Golden Gate City study area. Approximately 8,220 or 28 percent of the population are children under the age of 18. For comparison, only 18.3 percent of Collier County's population is children under the age of 18.

Conversely, approximately 2,525 or 8.7 percent of the people living in Golden Gate City are 65 years old and older compared to Collier County's population which indicates 29.6 percent in that age bracket.

There is a large and diverse Hispanic or Latino population in Golden Gate City. Sixty percent, or nearly 17,500 people, in Golden Gate City identify as either Hispanic or Latino. Collier County's Hispanic or Latino community makes up 26 percent of the County's total population.

There is a total of 7,109 households, with an average size of 4.3 people per household. The average household size in Collier County is 2.4 people.

Jobs/Workforce

There are approximately 4,850 jobs in the Golden Gate City study area, compared to almost 15,000 workers. Table 5 shows the breakdown of the mode of transportation employees use to get to work and how that compares to Collier County.

	Golden Gate City	Percent	Collier County	Percent
Workers 16 years and over	17,925	--	141,497	--
Car, truck, van, drive alone	12,814	71	104,891	74
Carpooled	3,806	21	16,103	11.4
Public transportation	251	1.7	3,822	2.7
Walked	57	0.4	2,125	1.5
Other	997	5.6	14,265	10.2

Source: US Census Bureau 2012-2016 ACS 5-year estimate

Note: The data above does not reflect the field observations and documented CAT ridership numbers of many people walking, bicycling, and using transit. Without travel surveys, the study team speculates that people in Golden Gate City walk, bike, and use transit to get places other than to work. In addition, the numbers indicate residents may not be completing Census reports accurately.

Zero Vehicle Households

Of the 7,109 households in Golden Gate City, 967 do not have a car. Members of these "zero vehicle households" often rely on public transportation and active transportation, such as walking and biking, for all of their trips: to work, school, shopping, doctors, and recreation.

Household Income

In Golden Gate City, approximately 1,800 households or 25 percent of the households, earn less than $25,000 annually.

Methodology

As part of the study, an evaluation of the current policies in place which effect pedestrian mobility as well as a review of prior studies involving walkable communities was performed. The Walkable Community Study for Naples Manor (2010), Bayshore (2010), and Immokalee (2011) were reviewed. The methodology used in those reports included a Pedestrian Level of Service (PLOS) analysis to identify needs for future bicycling and pedestrian facilities. The summaries show that, like Golden Gate City, connecting schools was a priority.

The Golden Gate City Walkable Community Study used the same methodology to determine PLOS but expanded the methodology to include a Facility Analysis which considered proximity to destinations as a key component of the needs assessment.

A road's Level of Service (LOS) compares the amount of traffic that is on the road and the amount of traffic for which it was designed. LOS for other modes, like walking, measure the comfort and safety of the infrastructure. The FDOT Quality/Level of Service Handbook explains that LOS letter grades are not comparable across different modes of transportation (i.e., automobile level of service D is not equivalent to pedestrian level of service D, and the same segment may have drastically different levels of service for automobile traffic and pedestrian traffic).

Existing Conditions

Golden Gate City is a compact community with residences in close proximity to destinations such as schools, recreation and shopping. It exhibits a community culture of walking and biking for daily needs, meaning that people already walk in Golden Gate City at rates unseen in other Florida communities.

It has the potential to be an ideal walkable community.

The present conditions include a population with many young residents and many households with limited access to vehicles. The development layout also highlights opportunities to improve the kinds of infrastructure that make walking safe, secure, and comfortable.

The information gathered through research and public involvement has been used in the study analyses to evaluate the present walking conditions and identify locations with the greatest needs. The observation of existing conditions throughout the community uncovered a number of key factors that obstruct people's ability to walk and to bicycle. Some conditions are easily or immediately correctable through simple fixes and policy changes, while others must wait until funding is available or roadways come up for maintenance or re-design. This study concludes with recommendations for projects and programs that will help Golden Gate City fulfill its potential as a truly walkable community.

PLOS Analysis

The PLOS methodology used in this Walkable Community Study is consistent with the previous Walkable Community Studies conducted in Collier County and is comparable to similar pedestrian planning studies completed around the country. ***The Collier MPO uses the following five PLOS categories: Directness, Continuity, Street Crossings, Visual Interest and Amenities, and Security.***

PLOS for Golden Gate City was determined through field observations, data collection, public input, and desktop reviews of the study area.

Different communities find different levels of services to be acceptable. Therefore, the PLOS outcomes for this study should be considered as an inventory of observed conditions only and should not be compared to LOS

scales for other transportation modes, nor with PLOS standards established for other communities. At the time of this study, there is no PLOS standard adopted by the Collier MPO or by Collier County.

Directness

Directness measures pedestrian trip length via the available transportation network and compares it to the straight-line or "as the crow flies" distance. Directness quantifies how a person's walking trip length is affected by the study area's development pattern and its related transportation network. Even though destinations may be geographically close to residents, pedestrians may have to walk a much greater distance to reach the destination if the route is impeded by a barrier such as a canal. A gridded street system allows pedestrians to reach destinations more directly and therefore receives a lower Directness score, while street systems consisting of long, winding roads with fewer intersections and physical barriers receive higher scores. The Directness value has a corresponding PLOS score shown in the table to the right.

Directness PLOS Scoring	
Directness PLOS	**Directness Value**
A	<1.2
B	1.3 – 1.4
C	1.5 – 1.6
D	1.7 – 1.8
E	1.9 - 2.0
F	>2.0

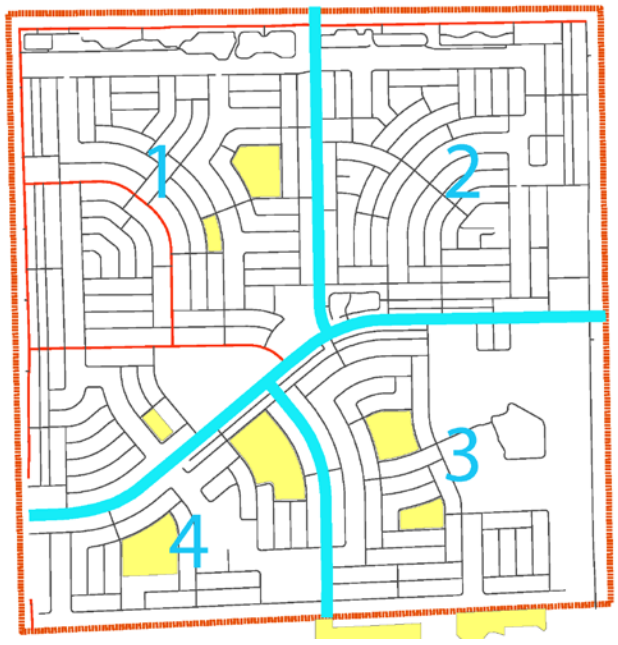
The following formula is used to determine a Directness score:

$$\text{Directness Value} = \frac{\text{(a) Actual distance pedestrian must walk}}{\text{(b) Minimum measured distance}}$$

The Directness calculation compares: (a) the actual distance a pedestrian must travel from that origin using available infrastructure to reach a destination, and (b) the minimum distance measured from the origin to the destination.

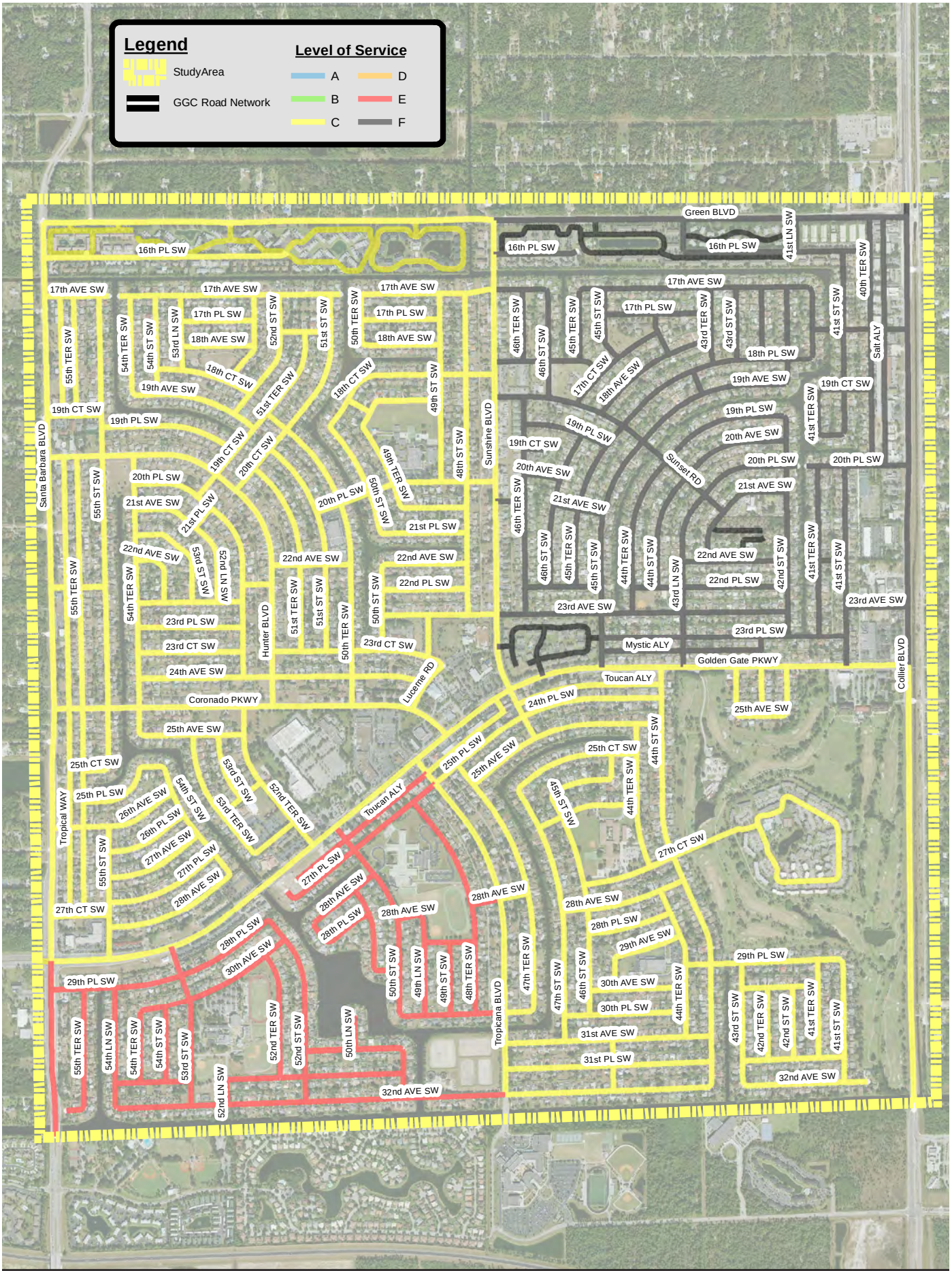
Due to the large number of origins and destinations in the four-square-mile study area, this study's methodology used sampling to determine directness and demonstrate how barriers, like canals and the street pattern, can make it harder for people on foot to reach their destinations. For this study, Directness was measured using a specific destination within each quadrant of the study area as a typical destination, and a sampling of residential street segments within the quadrant as origins.

- **Quadrant 1 Destination:** Golden Gate Elementary (north campus)
- **Quadrant 2 Destination:** Grace Place
- **Quadrant 3 Destination:** Golden Terrace Elementary (north campus)
- **Quadrant 4 Destination:** Golden Gate Middle School



The Study Area was divided into four quadrants for determining the Directness PLOS

The average PLOS score of the street samples was then assigned to the general quadrant of the study area. As a result, all streets within that quadrant received the same Directness score. The figure above shows the study area quadrants used to determine Directness PLOS. The directness scores ranged from 1.6 to 2.1, with some of the biggest differences between measured distance and straight-line distance found near Grace Place and the northern portion of Collier Boulevard.



Golden Gate City Walkable Community Study

Exhibit 10
Level of Service - Directness
Golden Gate Community
Naples, Florida

Continuity

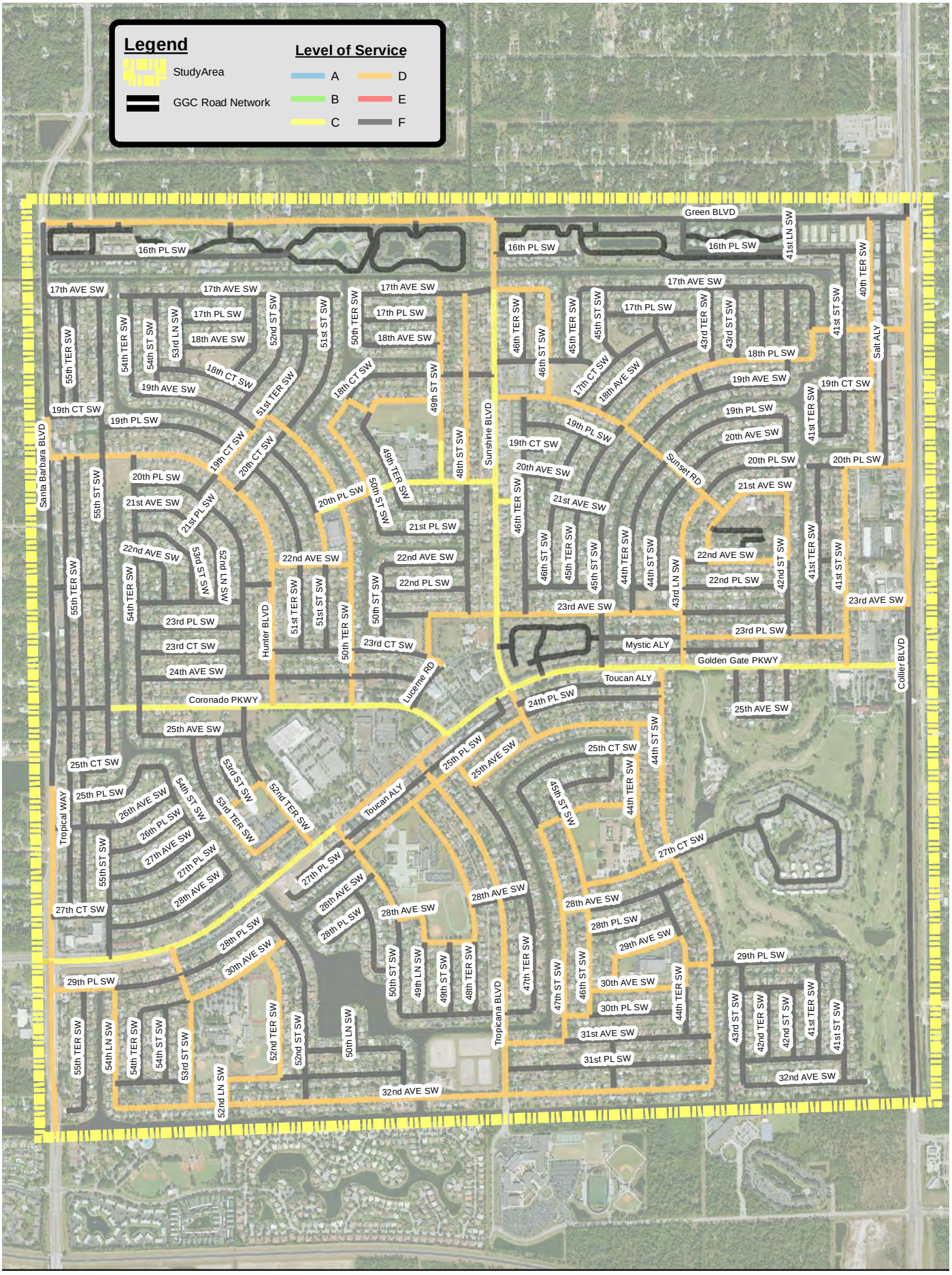
Continuity measures the condition and completeness of the existing pedestrian network. The Continuity PLOS scores inventory whether pedestrian facilities exist and where the existing network has gaps, breaches, or breaks. The Continuity PLOS score is assigned relative to the conditions listed in table below.

Continuity PLOS Scoring	
Continuity PLOS	**Continuity Value**
A	Pedestrian facilities are unified as a single entity providing complete access including public spaces
B	Pedestrian facilities are continuous and buffered from vehicle traffic with landscaping
C	Pedestrian facilities are on both sides of the street, but may not meet current standards
D	Pedestrian facility exists on only one side of the street; breaks or breaches may exist
E	Pedestrian facility exists but has significant condition problems
F	No pedestrian facility exists

Source: City of Fort Collins Pedestrian Plan

Exhibit 5 shows the existing sidewalk network within Golden Gate City. Approximately 36 percent of the streets within Golden Gate City have sidewalks on at least one side of the street and there are typically sidewalks adjacent to and near schools. In addition, there are sidewalks on both sides of the street, although with gaps, along most of Golden Gate Parkway, as well as the collectors of Sunshine Boulevard and Coronado Parkway. However, the majority of sidewalks were observed to be of insufficient width (often five feet wide or less) for sidewalks with high usage. A wider sidewalk or pathway which would allow two people to walk abreast more comfortably as well as walkers to pass each other is recommended in most cases.

Exhibit 11 (shown on the next page) depicts the results of the Continuity PLOS analysis. Since most of the local, residential streets in the study area do not have sidewalks, they received a Continuity score of F. However, a PLOS of F may be perfectly acceptable on small local streets with low speeds and safe crossings and is not necessarily a problem that needs to be immediately remedied.



Golden Gate City Walkable Community Study

Exhibit 11
Level of Service - Continuity
Golden Gate Community
Naples, Florida

Street Crossings

A Street Crossings PLOS reflects the conditions of street intersections and other pedestrian facilities. Safe and well-maintained intersection conditions for pedestrians are necessary for a walkable community. The safer the condition of the intersection, the lower the risk of incidents.

Street Crossings PLOS was based on assessing the seven attributes listed below. The presence of each of the following attributes equated to one point.

- Delineated crosswalk
- Vehicular traffic signal
- Pedestrian traffic signal
- Street lighting
- Signage for pedestrians
- Unobstructed view from motorists to pedestrians
- Curb ramps for pedestrians

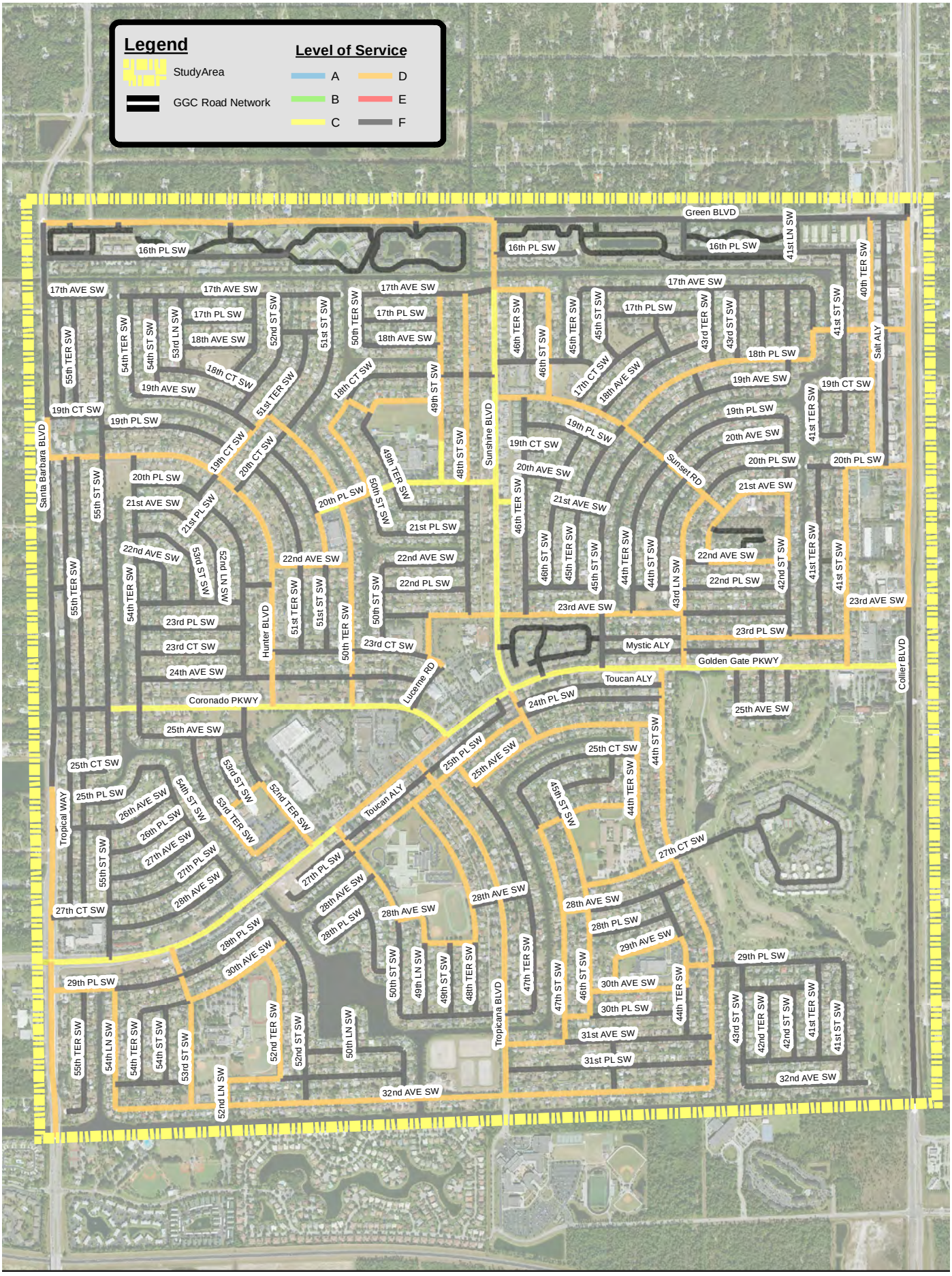
The total points per intersection determine the corresponding Street Crossings PLOS as shown in the table below.

Street Crossings PLOS	
Street Crossings PLOS	**Total Street Crossings Attributes**
A	5
B	4
C	3
D	2
E	1
F	0

The results of the Street Crossings PLOS are show in **Exhibit 12**. The fewer vehicle lanes a pedestrian must cross, the lower the risk of incidents. Most of the roads in Golden Gate City have two lanes of traffic, making the crossings a very reasonable distance for pedestrians.

Exceptions include Golden Gate Parkway, Collier Boulevard, Santa Barbara Boulevard, and Green Boulevard. However, those roads with a greater crossing distance also have well-marked crossings, typically on all four legs of the intersection. In addition, a number of crossings on Golden Gate Parkway are staffed by professional crossing guards during school hours who have the ability to control the lighted intersection and increase safety for pedestrians. This feature increased the Street Crossing PLOS for Golden Gate Parkway.

However, substandard and faded marked crossings were also observed and particularly noted around schools. There were also very few signs specifically for pedestrians, and street lighting was lacking in many locations. These are all safety concerns which should be remedied.



Golden Gate City Walkable Community Study

Exhibit 12
Level of Service - Crossing
Golden Gate Community
Naples, Florida

Visual Interest and Amenities

Having visual interest and amenities within the pedestrian realm improves the pedestrian experience and comfort level. The presence of visually interesting features and pedestrian amenities, such as art, pedestrian oriented building design, benches, decorative paving and pedestrian level lighting, enhance the walking experience for people of all ages and abilities. A built environment that is designed to be pedestrian oriented provides visual cues to both motorists and pedestrians. Motorists are more aware that walkers are present, and walkers are more comfortable.

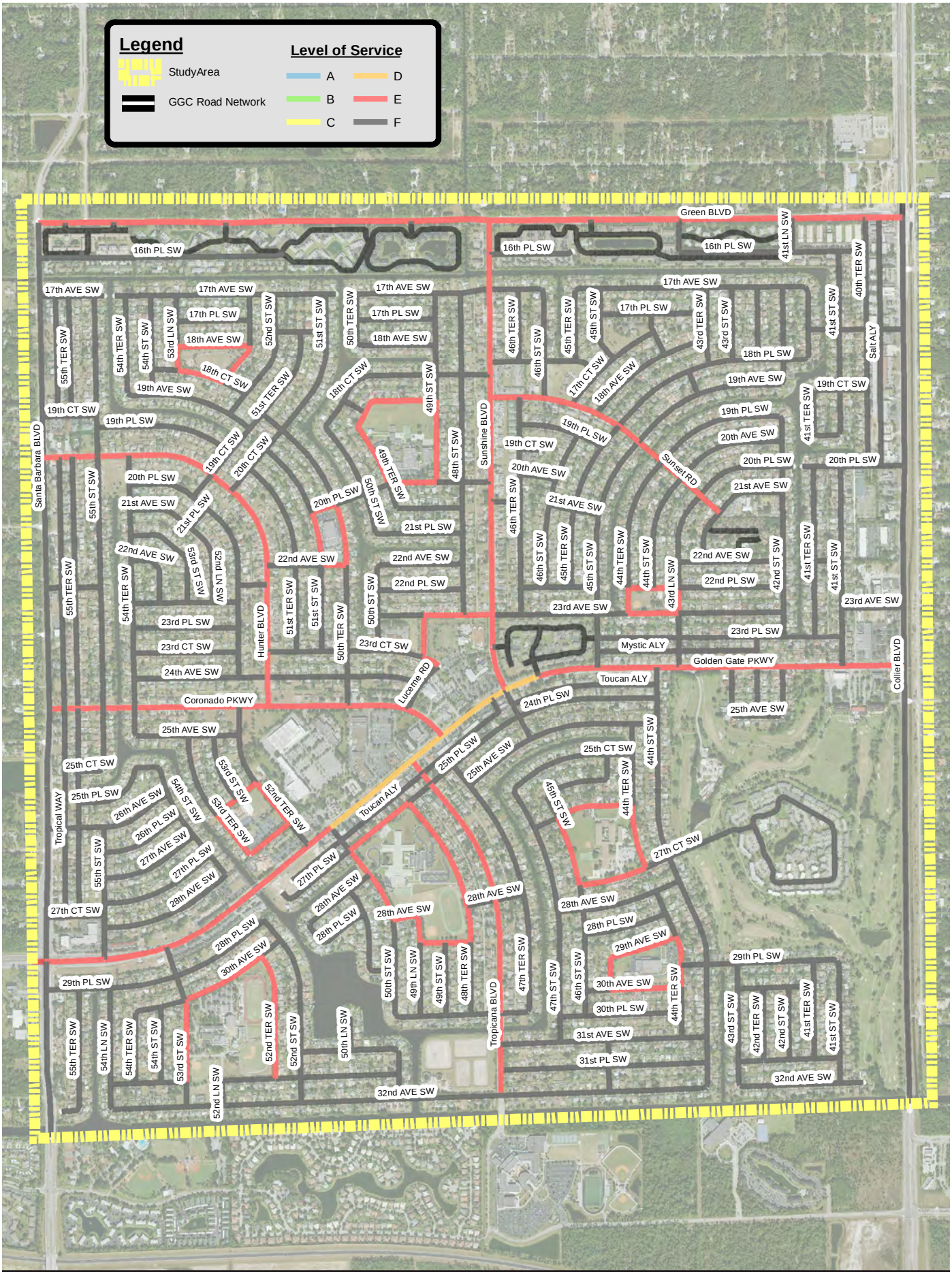
The five attributes listed below were assessed for each road segment within the study area to determine the Visual Interest and Amenities PLOS. The presence of each of the following attributes equated to one point.

- Building frontages that are oriented toward the public right-of-way
- Benches
- Decorative pavement
- Shade trees along the street
- Pedestrian level lighting

The total points per segment determine the corresponding Visual Interest and Amenities PLOS for the segment, as shown in the table below.

Visual Interest and Amenities PLOS	
Visual Interest and Amenities PLOS	**Total Visual Interest and Amenities Attributes**
A	5
B	4
C	3
D	2
E	1
F	0

The results of the Visual Interest and Amenities PLOS are shown in **Exhibit 13**. The scores of E and F indicate much of Golden Gate City transportation infrastructure lacks pedestrian amenities. The only major exception is the central portion of Golden Gate Parkway which scored a D. Along that small segment of Golden Gate Parkway, development is nearer to the roadway, shade trees provide aesthetics and comfort, and some transit shelters offer benches. The areas around the schools and parks offer some visual amenities and the chance to interact with the public realm and therefore received a score of E.



Golden Gate City Walkable Community Study

Exhibit 13
Level of Service - Visual
Golden Gate Community
Naples, Florida

Security

Security measures how safe pedestrians feel while walking along a particular route. Potential hazards for pedestrians may include proximity to vehicular traffic, line of sight to vehicular traffic, existing lighting levels, visibility to motorists and surrounding activity centers and vulnerability to crime and/or injury. Walkability is limited in settings where the surroundings are perceived as unsafe due to lack of visibility, darkness at night, isolation and sightline obstructions that put pedestrians at risk of conflict with bikes, vehicles and other people.

Five qualifiers listed below were assessed for each segment in the study area to determine the Security PLOS. The presence of each of the following attributes equate to one point:

- Is the public realm of the street active with pedestrians to enhance the sense of security?
- Are the occupants of buildings along the street actively engaged with the public realm of the street?
- Is the public realm of the street visible to residents or shops along the street?
- Is lighting adequate for safe nighttime walking?
- Are lines of sight clear between motorists and pedestrians?

The total points per segment determine the corresponding Security PLOS for the segment, as shown in the table below.

Security PLOS	
Security PLOS	**Total Security Attributes**
A	5
B	4
C	3
D	2
E	1
F	0

The Golden Gate City study area earned a low PLOS for this metric (**Exhibit 14**), mostly due to the lack of effective street lighting. While Florida Power and Light maintains many streetlights in the area, observations and interactions with residents confirmed they are not adequate to support the needs of the community.

The Municipal Service Taxing Unit (MSTU) maintains decorative landscaping lights along Tropicana Boulevard, but the lights illuminate portions of a planted median and not where pedestrians are walking. This was particularly noticeable while observing the large numbers of students walking to Golden Gate City High School at the southern terminus of Tropicana Boulevard in the pre-dawn hours.

In addition, few of the roads have development near enough to create a relationship between those in the building and those walking by on the street. These “eyes on the street,” as coined by Jane Jacobs, create a feeling of security.

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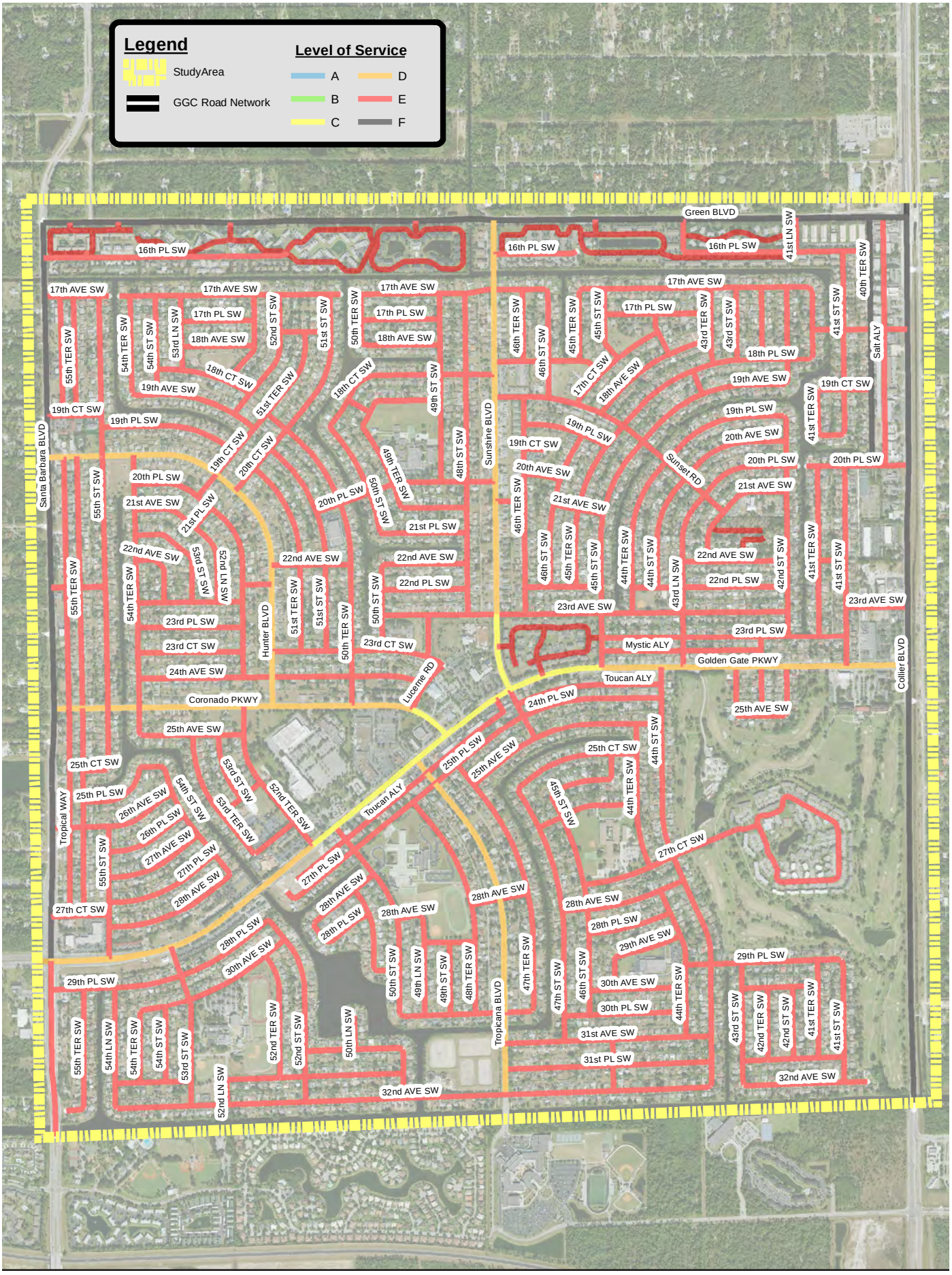
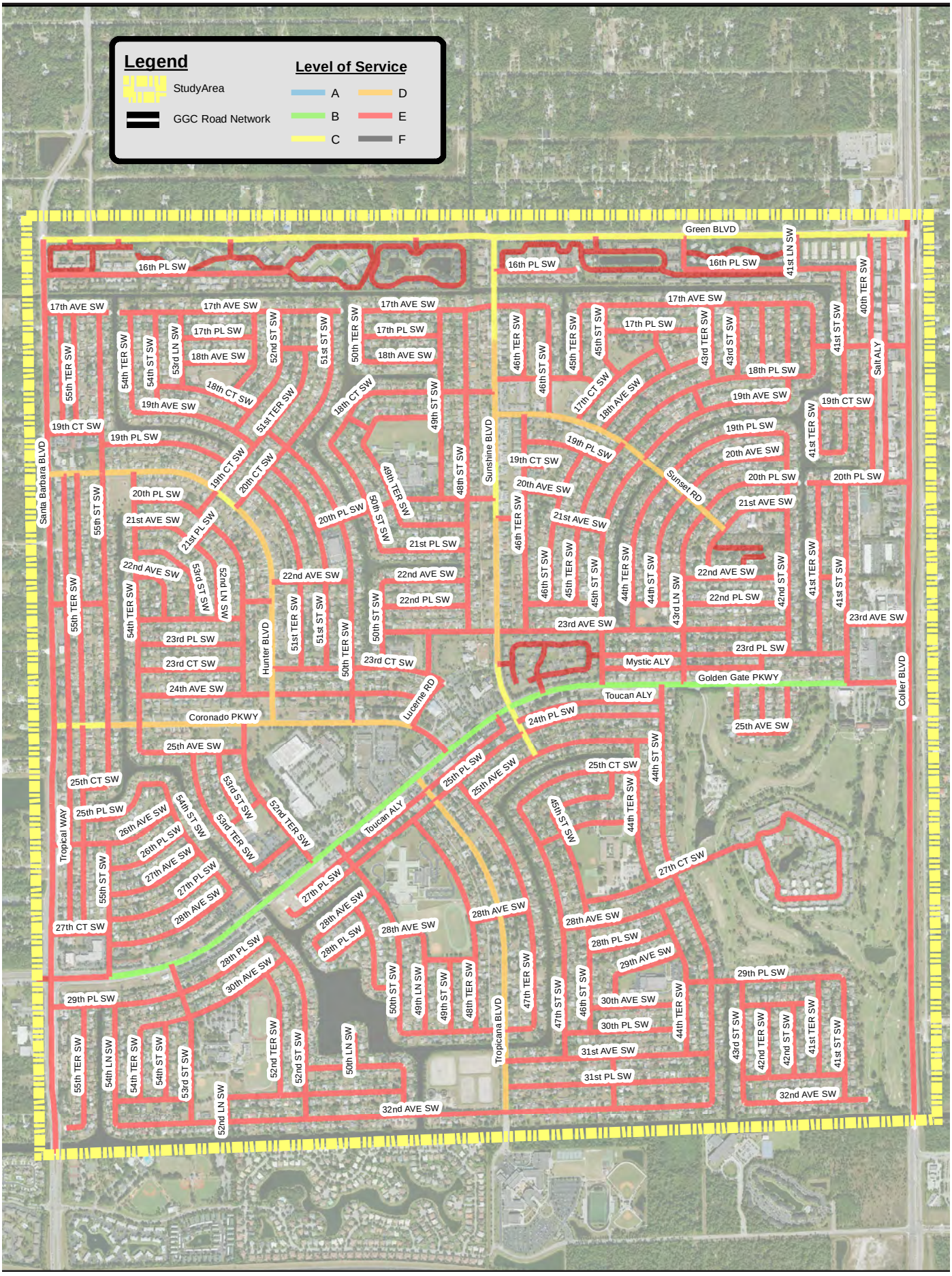


Golden Gate City Walkable Community Study

Exhibit 14
Level of Service - Security
Golden Gate Community
Naples, Florida

Cumulative PLOS

A cumulative PLOS score is calculated by averaging the five PLOS factors and is displayed in **Exhibit 15** on the following page. Overall, Golden Gate City has a PLOS of E.



Scale in Feet
0 8000 16000
North

Golden Gate City Walkable Community Study

Exhibit 15
Level of Service - Overall
Golden Gate Community
Naples, Florida

Facility Analysis

The Facility Analysis used in this Walkable Community Study was performed using Geographic Information System (GIS) Data. Each segment of roadway within the Golden Gate City Study Area was previously designated with an Object Identification Code. These unique codes are shown on the Tiering Tables included in the Recommendations Section as well as the Evaluation Matrix found in Appendix D.

The methodology used Proximity to Roadway Segments to evaluate needs and benefits. Scores were assigned for Facility Type, Proximity to Destinations/Attractors, Safety and Connectivity. A buffer (1/8 Mile, 1/4 Mile, 1/2 Mile) was extended around each scoring element and roadway segments within those buffered zones received points. In addition, Facility Type was evaluated and those facilities exhibiting the most pedestrian traffic (such as Major Arterials) were given higher scores.

Facility Type

Each roadway facility type was given a score based on the benefit of having adjacent pedestrian facilities. Roadways with higher pedestrian volumes received higher points. Points were assigned as follows:

- Major Arterial = 20 Points
- Minor Arterial = 20 Points
- Collector = 10 Points
- Local Road = 2 Points

Proximity to Attractors

The proximity of roadways to Schools, Commercial Areas, Parks, Government Services and Transit Stops was evaluated and each roadway was given a score based on its location relative to attractors. Roadways closer to attractors (within 1/8 mile) received higher points. Points were assigned as follows:

- 1/8 Mile = 10 Points
- 1/4 Mile = 4 Points
- 1/2 Mile = 2 Points

Safety

Pedestrian and Bicycle Crash Data was collected, analyzed and overlayed on a roadway network map. Roadways with pedestrian and bicycle accidents associated to them were assigned points based on the number of crashes. Points were assigned as follows:

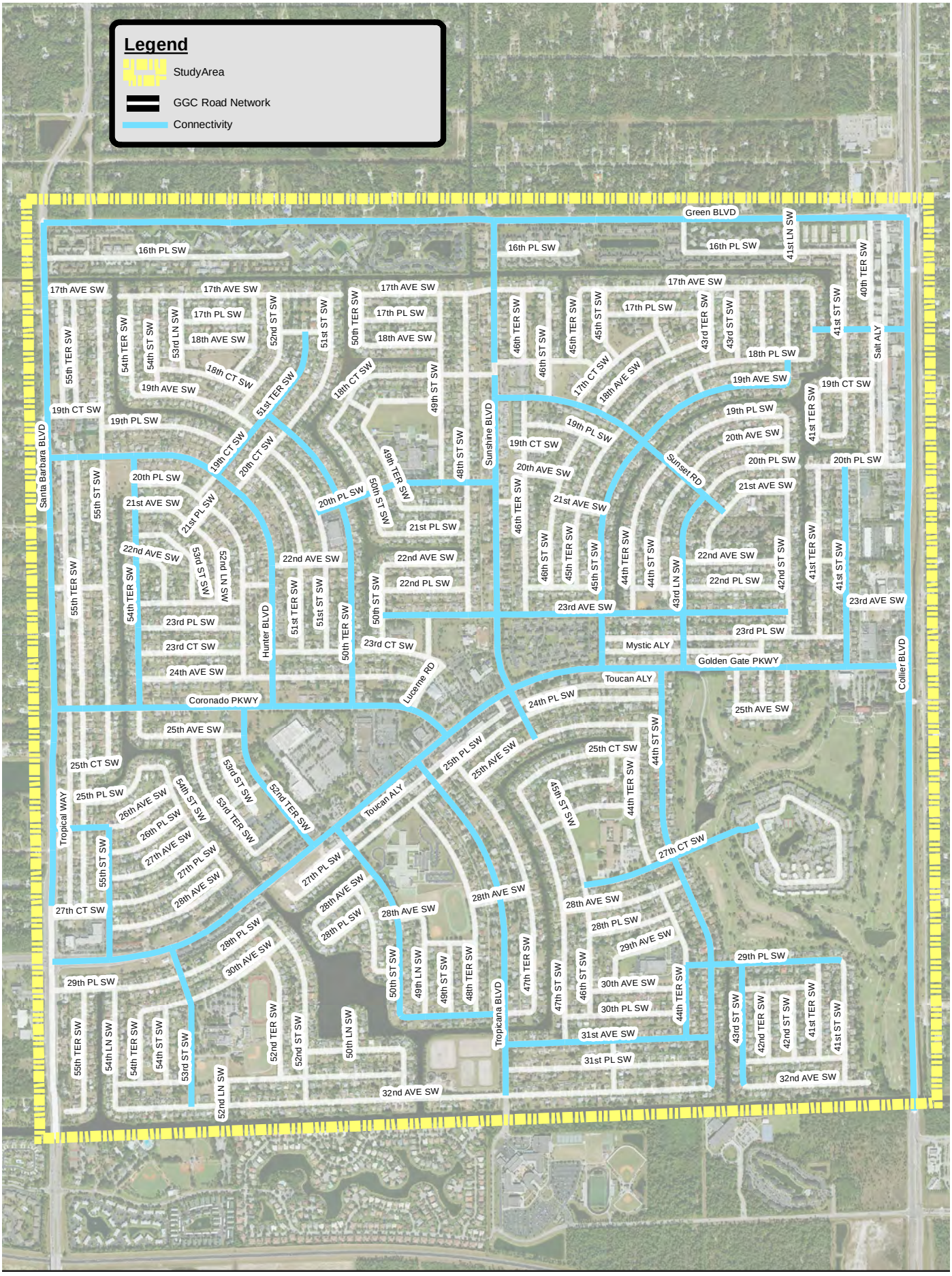
- 1 Crash = 5 Points
- 2+ Crashes = 10 Points

Connectivity

The curvilinear layout of the Golden Gate City street network, along with the existence of canals which bisect streets, results in pedestrian network connectivity and safety issues. Each roadway was evaluated for pedestrian network connectivity and those which would significantly improve connectivity and benefit residents the most received a Connectivity Score of 20 Points. Figure 16 on the following page shows the Connectivity Routes identified within the study area.

- Connectivity Benefit = 20 Points

The results of the Facility Analysis were tabulated and combined with the PLOS Analysis scores to create an Evaluation Matrix which prioritized needs using a quantitative method.



Golden Gate City Walkable Community Study

Exhibit 16
Network Connectivity Map
Golden Gate Community
Naples, Florida

Public and Stakeholder Engagement

Collecting, reviewing and incorporating input from the public and other stakeholders was a major focus of this study. Focus-group comments were particularly valuable in sorting out which issues and proposals should be emphasized in the key recommendations of this report. Participants identified a variety of real-world issues and provided support for proposed solutions. Public support, including that of MPO Committee members, is a key driver for a successful study and served as a scoring metric that has been incorporated into the prioritized recommendations.

Major outreach events occurred in January and April 2018 and are summarized below. Additional details of our public engagement efforts related to this project can be found in **Appendix B.**

January 11–12, 2018. The study team organized a series of events over a two-day period that included evening public workshops; on-site observation of the morning drop-off and afternoon dismissals at local schools; windshield tours, walking audits and bicycling audits with agency staff to experience first-hand Golden Gate City's walking environment. We met with focus groups comprised of individuals from local agencies, schools, and local non-profits to gather insight on access and other walkability concerns. Input resulting from this event included the following common themes:

- People have a desire to walk more.
- Lighting is insufficient for pedestrian visibility and security
- The lack of sidewalks beyond the school perimeter require students to walk in ditches or roads.
- More pathways would serve many needs.
- Traffic speeds are too high, especially on Tropicana Boulevard.

April, 2018. A community workshop was held at the Golden Gate Community Center that included a presentation and review of draft recommendations focused on specific areas of the community. Participants were able to vote for the solutions they thought would provide the biggest benefit to City residents. The results indicated public support for the following alternatives:

- Mini-circles in intersections could work well to show vehicle traffic in residential areas.
- Pedestrian bridge across the canal at 20th Place SW. (Note: safety was a concern)
- Lighting should be a priority.
- Better crosswalks near schools might have a good impact.
- Shade trees could make a big difference but should be planned with tropical storms in mind.

Recommendations

Based on an understanding of existing conditions, the desires of the community, and the locations of the greatest needs; a prioritized list of projects was developed for implementation. This "Tiered" list of roadway segments was based on a quantitative analysis and refined by qualitative analysis as required. The recommendations were refined through public and agency review. A detailed scoring of each segment, which will help explain the rationale behind the ranking system, is included in **Appendix D.** The results are shown on **Exhibit 17.** These projects were designated **Long-Term Projects** due to the requirement for funding, planning, design, permitting, and construction.

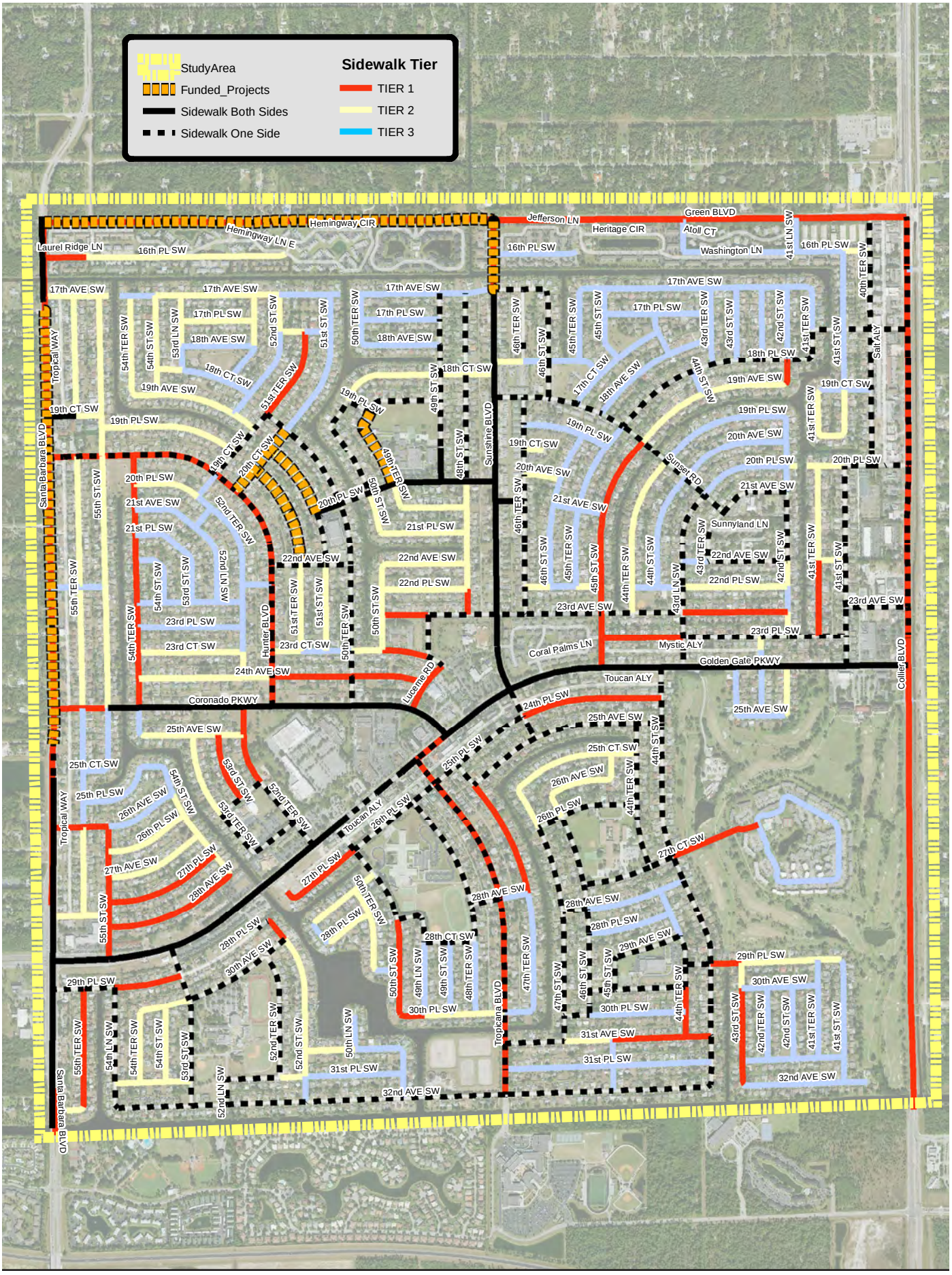
The report also contains 10 project recommendations that were designated **Short-Term** and **Mid-Term Projects** for minor improvements, projects, and studies within the Golden Gate City study area which warrant further consideration. Those recommendations, along with detailed descriptions, can be found after the Priority Tiering Matrix.

In addition, the report includes a "Recommendations by Type" Section which includes many detailed recommendations for considerations which are categorized by "Type" of improvements. Examples of the proposed improvements are shown for purposes of clarification and ease of explanation when communicating with project stakeholders.

Implementation of these projects and programs would make Golden Gate City a showcase for walkable communities**.**

Stormwater System

Note: The final priority ranking may need to be modified in the future, in the interest of efficiency, due to upcoming and ongoing drainage improvements in Golden Gate City. The timing of improvements will need to be coordinated with the Collier County Storm Water Division who are currently involved in a 10-year program to replace the aged storm water drainage systems (Ex. pipes, inlets, outfalls, drainage swales) within Golden Gate City. The upgrades are planned to improve stormwater flow, help to alleviate flooding, and to address safety issues. Projects priorities may change to reflect an economical approach to the combined infrastructure improvements. Prioritized segments which may be affected by future storm water improvement projects are designated with an asterisk * in the summary table.



Golden Gate City Walkable Community Study

Exhibit 17
Tier Needs Map
Golden Gate Community
Naples, Florida

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
32766	Golden Gate Pkwy	Coronado Pkwy	Tropicana Blvd	84	Tier 1
39778	Collier Blvd	Golden Gate Pkwy	23rd Ave SW	83	Tier 1
32204	Tropicana Blvd	Golden Gate Pkwy	Toucan Aly	81	Tier 1
38658	Santa Barbara Blvd	Cedar Tree Ln	19th Ct SW	80	Tier 1
39872	Tropicana Blvd	25th Pl SW	28th Ave SW	80	Tier 1
30909	Collier Blvd	25th Ave SW	Golden Gate Pkwy	78	Tier 1
34409	Collier Blvd	23rd Ave SW	23rd Ave SW	78	Tier 1
32602	Tropicana Blvd	Toucan ALY	25th SW/26th SW	76	Tier 1
42766	Collier Blvd	Canal	25th Ave SW	76	Tier 1
30808	Collier Blvd	18th Ave SW	17th Ave SW	70	Tier 1
31178	Santa Barbara Blvd	Star Grass Ln	Coronado Pkwy	70	Tier 1
30812	Santa Barbara Blvd	Hunter Blvd	Sea Grass Ln	70	Tier 1
34227	Collier Blvd	20th Pl SW	18th Ave SW	70	Tier 1
34762	Santa Barbara Blvd	Green Blvd	16th Pl SW	70	Tier 1
38367	Santa Barbara Blvd	Sea Grass Ln	22nd Pl SW	70	Tier 1
39350	Santa Barbara Blvd	17th Ave SW	Cedar Tree Ln	70	Tier 1
40685	Santa Barbara Blvd	16th Pl SW	17th Ave SW	70	Tier 1
33537	Green Blvd	40th Ter SW	41st Ln SW	68	Tier 1
39430	Santa Barbara Blvd	19th Ct SW	Hunter Blvd	68	Tier 1
37743	Santa Barbara Blvd	Painted Leaf Ct	27th Ct SW	68	Tier 1
42326	Collier Blvd	17th Ave SW	Green Blvd	68	Tier 1
44309	Green Blvd	Salt Aly	40th Ter SW	68	Tier 1
44757	Green Blvd	Collier Blvd	Salt Aly	68	Tier 1
34119	Green Blvd	Whistlers Green	Hemingway Ln	67	Tier 1
33538	Green Blvd	Laurel Ridge Ln	Santa Barbara Blvd	67	Tier 1
41075	Hunter Blvd	23rd Ct SW	24th Ave SW	67	Tier 1
44101	Hunter Blvd	24th Ave SW	Coronado Pkwy	67	Tier 1
34206	Green Blvd	Sunshine Blvd	Whistlers Green	65	Tier 1
32337	Santa Barbara Blvd	540 ft South of Copper Leaf Ln	Copper Leaf Ln	64	Tier 1
33772	23rd Ave SW	49th Ter SW	50th St SW	64	Tier 1
32767	52nd Ter SW	25th Ave SW	27th Ave SW	62	Tier 1
33972	Green Blvd	Hemingway Ln	Laurel Ridge Ln	62	Tier 1
34193	Green Blvd	Logan Ct	Laurel Ridge Ln	62	Tier 1
33977	Hunter Blvd	54th Ter SW	55th St SW	62	Tier 1
35528	Santa Barbara Blvd	Coronado Pkwy	Copper Leaf Ln	62	Tier 1
38338	Santa Barbara Blvd	22nd Pl SW	Star Grass Ln	62	Tier 1
39325	Green Blvd	Laurel Ridge Ln	Logan Ct	62	Tier 1
33791	Hunter Blvd	19th Ct SW	51th St SW	61	Tier 1
38701	45th St SW	Mystic Aly	Golden Gate Pkwy	61	Tier 1
33811	Green Blvd	Heritage CIR	Sunshine Blvd	60	Tier 1

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
33769	Hunter Blvd	55th St SW	55th Ter SW	58	Tier 1
33815	Hunter Blvd	55th Ter SW	Tropical Way	58	Tier 1
44316	Hunter Blvd	Tropical Way	Santa Barbara Blvd	58	Tier 1
41674	Tropicana Blvd	28th Ave SW	30th Pl SW	57	Tier 1
32482	Hunter Blvd	22nd Pl SW	23rd Ct SW	56	Tier 1
32372	45th St SW	23rd Pl SW	Mystic Aly	56	Tier 1
36057	52nd Ter SW	Coronado Pkwy	25th Ave SW	56	Tier 1
34192	Green Blvd	41st Ln SW	43rd Ln SW	56	Tier 1
44592	Santa Barbara Blvd	26th Ave SW	Painted Leaf Ln	56	Tier 1
39069	23rd Ave SW	42nd St SW	43rd Ln SW	56	Tier 1
39341	55th St SW	27th Ct SW	28th Ave SW	54	Tier 1
37852	Santa Barbara Blvd	German Woods Ct	South end of bridge	52	Tier 1
39866	Santa Barbara Blvd	29th Pl SW	German Woods Ct	52	Tier 1
42360	55th St SW	27th Ave SW	27th Pl SW	52	Tier 1
37918	55th St SW	27th Pl SW	27th Ct SW	52	Tier 1
44310	Green Blvd	43rd Ln SW	Heritage CIR	52	Tier 1
33238	Tropicana Blvd	31st Pl SW	32nd Ave SW	51	Tier 1
41893	Sunshine Blvd	16th Pl SW	17th Ave SW	51	Tier 1
32247	55th St SW	28th Ave SW	Golden Gate Pkwy	50	Tier 1
30872	Coronado Pkwy	Tropical WAY	Santa Barbara Blvd	50	Tier 1
30951	Coronado Pkwy	55th St SW	55th Ter SW	50	Tier 1
30971	Coronado Pkwy	55th Ter SW	Tropical WAY	50	Tier 1
44773	54th Ter SW	Hunter Blvd	20th Pl SW	50	Tier 1
42259	45th St SW	23rd Ave SW	Coral Palms Ln	50	Tier 1
30952	Lucerne Rd	24th Ave SW	Coronado Pkwy	49	Tier 1
30683	54th Ter SW	20th Pl SW	21st Ave SW	48	Tier 1
34482	45th St SW	21st Ave SW	22nd Pl SW	48	Tier 1
34240	45th St SW	22nd Pl SW	23rd Ave SW	48	Tier 1
36228	50th St SW	28th Ave SW	29th Pl SW	48	Tier 1
34123	Collier Blvd	Green Blvd	End of study area	48	Tier 1
41379	51st Ter SW	17th Ct SW	50th Ter SW	48	Tier 1
38798	24th Ave SW	Lucerne RD	Lucerne RD	47	Tier 1
31282	Tropicana Blvd	31st Ave SW	31st Pl SW	46	Tier 1
30973	55th St SW	26th Pl SW	27th Ave SW	46	Tier 1
34022	Hunter Blvd	20th Ct SW	22nd Ave SW	46	Tier 1
34086	Hunter Blvd	22nd Ave SW	22nd Pl SW	46	Tier 1
38056	Sunshine Blvd	Green Blvd	16th Pl SW	46	Tier 1
38433	Hunter Blvd	19th Ct SW	20th Ct SW	46	Tier 1
37521	24th Ave SW	50th Ter SW	Hunter Blvd	46	Tier 1
44211	54th Ter SW	23rd Pl SW	23rd Ct SW	46	Tier 1

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
37609	54th Ter SW	23rd Ct SW	24th Ave SW	46	Tier 1
38908	50th St SW	29th Pl SW	29th Pl SW	46	Tier 1
30800	23rd Ct SW	49th Ter SW	50th St SW	44	Tier 1
30945	54th Ter SW	24th Ave SW	Coronado Pkwy	44	Tier 1
31143	47th Ter SW	25th Ave SW	28th Ave SW	43	Tier 1
42402	42nd St SW	18th Pl SW	19th Ave SW	43	Tier 1
32965	28th Ave SW	54th St SW	55th St SW	42	Tier 1
31103	24th Pl SW	44th St SW	47th St SW	42	Tier 1
31144	27th Pl SW	50th St SW	Cul-de-sac	42	Tier 1
34241	48th St SW	22nd Pl SW	23rd Ave SW	42	Tier 1
35896	29th Pl SW	53rd St SW	54th Ln SW	42	Tier 1
42054	54th Ter SW	22nd Ave SW	23rd Ave SW	42	Tier 1
38078	55th Ter SW	29th Pl SW	32nd Ave SW	42	Tier 1
37046	54th Ter SW	21st Ave SW	21st Pl SW	42	Tier 1
37658	54th Ter SW	21st Pl SW	22nd Ave SW	42	Tier 1
38797	Lucerne RD	23rd Ct SW	24th Ave SW	42	Tier 1
39781	53rd St SW	25th Ave SW	27th Ave SW	42	Tier 1
98505	16th Pl SW	Laurel Ridge Ln	Santa Barbara Blvd	42	Tier 1
37370	23rd Pl SW	43rd Ln SW	45th St SW	41	Tier 1
41859	52nd St SW	28th Pl SW	30th Ave SW	41	Tier 1
31343	Tropicana Blvd	30th Pl SW	31st Ave SW	40	Tier 1
30715	45th St SW	Sunset RD	21st Ave SW	40	Tier 1
32768	26th Ave SW	55th St SW	55th Ter SW	40	Tier 1
31395	43rd St SW	30th Ave SW	31st Pl SW	40	Tier 1
31487	31st Ave SW	44th St SW	44th Ter SW	40	Tier 1
31263	44th Ter SW	30th Pl SW	31st Ave SW	40	Tier 1
35654	29th Pl SW	43rd St SW	44th St SW	40	Tier 1
33394	43rd St SW	31st Pl SW	32nd Ave SW	40	Tier 1
38157	27th Pl SW	54th St SW	55th St SW	40	Tier 1
37614	55th St SW	26th Ave SW	26th Pl SW	40	Tier 1
38642	54th Ter SW	23rd Ave SW	23rd Pl SW	40	Tier 1
39890	26th Ave SW	55th Ter SW	Tropical WAY	40	Tier 1
44216	26th Ave SW	Tropical WAY	Santa Barbara Blvd	40	Tier 1
44132	31st Ave SW	44th Ter SW	45th St SW	40	Tier 1
38745	30th Pl SW	49th Ln SW	50th St SW	40	Tier 1
38742	44th Ter SW	30th Ave SW	30th Pl SW	40	Tier 1
37718	41st Ter SW	22nd Ave SW	23rd Pl SW	40	Tier 1
34460	55th St SW	19th Pl SW	Hunter Blvd	39	Tier 2
38796	24th Ave SW	Hunter Blvd	52nd Ter SW	39	Tier 2
30729	54th Ter SW	30th Ave SW	31st Pl SW	38	Tier 2

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
30802	54th St SW	30th Ave SW	31st Pl SW	38	Tier 2
34197	19th Pl SW	19th Ct SW	55th St SW	38	Tier 2
34708	22nd Ave SW	48th St SW	50th St SW	38	Tier 2
33792	50th St SW	22nd Pl SW	23rd Ave SW	38	Tier 2
34707	48th St SW	21st Pl SW	22nd Ave SW	38	Tier 2
34014	19th Ave SW	42nd St SW	44th St SW	38	Tier 2
38441	22nd Pl SW	48th St SW	50th St SW	38	Tier 2
39274	19th Ave SW	44th St SW	45th St SW	38	Tier 2
41839	30th Pl SW	49th St SW	49th Ln SW	38	Tier 2
30757	55th Ter SW	22nd Pl SW	Coronado Pkwy	37	Tier 2
38769	18th Ct SW	48th St SW	49th St SW	37	Tier 2
30739	42nd St SW	Golden Gate Pkwy	25th Ave SW	36	Tier 2
30875	31st Pl SW	54th St SW	54th Ter SW	36	Tier 2
33814	19th Ave SW	54th St SW	51th Ter SW	36	Tier 2
34435	16th Pl SW	Hemingway CIR	Laurel Ridge Ln	36	Tier 2
35798	25th Ave SW	53rd St SW	53rd Ter SW	36	Tier 2
35046	25th Ave SW	52nd Ter SW	53rd St SW	36	Tier 2
39033	21st Pl SW	48th St SW	48th St SW	36	Tier 2
44529	28th Ave SW	50th Ter SW	51st St SW	36	Tier 2
36967	48th St SW	21st Ave SW	21st Pl SW	36	Tier 2
38858	30th Pl SW	48th Ter SW	49th St SW	36	Tier 2
38445	50th Ter SW	28th Ave SW	28th Pl SW	36	Tier 2
39119	28th Ave SW	50th St SW	50th Ter SW	36	Tier 2
38856	54th St SW	17th Ave SW	18th Ct SW	35	Tier 2
44210	51st Ter SW	22nd Ave SW	23rd Ct SW	35	Tier 2
38768	18th Ct SW	Sunshine Blvd	48th St SW	35	Tier 2
30972	27th Ave SW	54th St SW	55th St SW	34	Tier 2
31342	31st Ave SW	45th St SW	47th St SW	34	Tier 2
30861	31st Pl SW	53rd St SW	54th St SW	34	Tier 2
30941	21st Ave SW	48th St SW	49th Ter SW	34	Tier 2
30773	48th St SW	20th Pl SW	21st Ave SW	34	Tier 2
30719	54th St SW	27th Pl SW	28th Ave SW	34	Tier 2
36377	29th Pl SW	41st Ter SW	43rd St SW	34	Tier 2
36655	43rd St SW	29th Pl SW	30th Ave SW	34	Tier 2
34235	54th Ter SW	17th Ave SW	19th Ave SW	34	Tier 2
34410	41st Ter SW	20th Pl SW	22nd Ave SW	34	Tier 2
34237	19th Ct SW	55th St SW	55th Ter SW	34	Tier 2
34226	55th St SW	17th Ave SW	19th Ct SW	34	Tier 2
34130	20th Pl SW	41st St SW	41st Ter SW	34	Tier 2
34018	20th Pl SW	41st Ter SW	Canal	34	Tier 2

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
37703	24th Ave SW	52nd Ter SW	54th Ter SW	34	Tier 2
39086	52nd Ter SW	23rd Ct SW	24th Ave SW	34	Tier 2
39602	53rd Ter SW	25th Ave SW	27th Ave SW	34	Tier 2
41863	30th Pl SW	Tropicana Blvd	48th Ter SW	34	Tier 2
37313	54th St SW	27th Ave SW	27th Pl SW	34	Tier 2
38571	55th St SW	19th Ct SW	19th Pl SW	34	Tier 2
40396	17th Ave SW	Canal	55th St SW	34	Tier 2
40789	17th Ave SW	55th St SW	55th Ter SW	34	Tier 2
33982	51st Ter SW	20th Ct SW	22nd Ave SW	33	Tier 2
32665	29th Pl SW	41st St SW	41st Ter SW	32	Tier 2
32375	47th St SW	25th Ct SW	26th Pl SW	32	Tier 2
32826	23rd Ct SW	50th St SW	50th Ter SW	32	Tier 2
31281	52nd St SW	30th Ave SW	31st Ave SW	32	Tier 2
34040	18th Ct SW	49th St SW	19th Pl SW	32	Tier 2
38639	48th St SW	22nd Ave SW	22nd Pl SW	32	Tier 2
44102	55th St SW	22nd Pl SW	Coronado Pkwy	32	Tier 2
39506	55th Ter SW	26th Ave SW	27th Ct SW	32	Tier 2
36749	27th Ct SW	55th Ter SW	Tropical Way	32	Tier 2
37048	27th Ct SW	55th St SW	55th Ter SW	32	Tier 2
44716	27th Ct SW	Tropical Way	Santa Barbara Blvd	32	Tier 2
42929	51st St SW	22nd Ave SW	23rd Ct SW	32	Tier 2
44215	25th Ct SW	45th St SW	47th St SW	32	Tier 2
37523	50th St SW	23rd Ave SW	23rd Ct SW	32	Tier 2
40034	50th St SW	22nd Ave SW	22nd Pl SW	32	Tier 2
38317	55th Ter SW	17th Ave SW	19th Ct SW	32	Tier 2
40033	55th Ter SW	Hunter Blvd	22nd Pl SW	32	Tier 2
44323	55th St SW	Hunter Blvd	22nd Pl SW	32	Tier 2
38478	17th Ave SW	Tropical WAY	Santa Barbara Blvd	32	Tier 2
42279	17th Ave SW	55th Ter SW	Tropical WAY	32	Tier 2
32378	28th Pl SW	50th Ter SW	51st St SW	30	Tier 2
32483	23rd Ct SW	51st Ter SW	Hunter Blvd	30	Tier 2
35452	53rd Ln SW	17th Pl SW	18th Ave SW	30	Tier 2
33998	22nd Pl SW	45th St SW	45th Ter SW	30	Tier 2
36654	50th Ter SW	28th Pl SW	28th Pl SW	30	Tier 2
41452	22nd Pl SW	46th St SW	46th Ter SW	30	Tier 2
42702	31st Pl SW	54th Ter SW	54th Ln SW	30	Tier 2
37704	26th Ave SW	45th St SW	45th St SW	30	Tier 2
39049	30th Ave SW	54th St SW	54th Ter SW	30	Tier 2
39818	30th Ave SW	53rd St SW	54th St SW	30	Tier 2
38313	16th Pl SW	40th Ter SW	41st St SW	30	Tier 2

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
36013	18th Pl SW	46th Ter SW	Sunshine Blvd	29	Tier 2
38273	42nd Ter SW	23rd Pl SW	Mystic Aly	29	Tier 2
30883	51st St SW	20th Ct SW	20th Pl SW	28	Tier 2
30809	17th Ct SW	51st Ter SW	52nd St SW	28	Tier 2
30735	52nd St SW	17th Ave SW	17th Ct SW	28	Tier 2
32334	23rd Ct SW	52nd Ter SW	54th Ter SW	28	Tier 2
30701	17th Pl SW	52nd Ter SW	53rd Ln SW	28	Tier 2
32242	45th St SW	25th Ct SW	26th Ave SW	28	Tier 2
30899	31st Pl SW	52nd St SW	52nd Ter SW	28	Tier 2
30754	49th Ter SW	20th Pl SW	21st Ave SW	28	Tier 2
32643	54th St SW	26th Pl SW	27th Ave SW	28	Tier 2
35455	25th Ave SW	53rd Ter SW	54th Ter SW	28	Tier 2
35795	52nd Ter SW	17th Pl SW	18th Ave SW	28	Tier 2
34129	19th Ave SW	52nd St SW	54th St SW	28	Tier 2
33975	54th St SW	18th Ct SW	19th Ave SW	28	Tier 2
36730	50th St SW	20th Pl SW	21st Pl SW	28	Tier 2
35124	25th Ct SW	44th Ter SW	45th St SW	28	Tier 2
34021	22nd Ave SW	41st St SW	41st Ter SW	28	Tier 2
34238	20th Pl SW	42nd St SW	End	28	Tier 2
37707	26th Pl SW	54th St SW	55th St SW	28	Tier 2
40503	19th Ave SW	19th Ct SW	52nd St SW	28	Tier 2
38431	20th Ave SW	46th St SW	46th Ter SW	28	Tier 2
40400	20th Pl SW	19th Ct SW	54th Ter SW	28	Tier 2
41019	44th Ter SW	Sunset RD	22nd Pl SW	28	Tier 2
41119	18th Ct SW	53rd Ln SW	54th St SW	28	Tier 2
40395	17th Ave SW	52nd St SW	52nd Ter SW	28	Tier 2
38477	17th Ave SW	52nd Ter SW	53rd Ln SW	28	Tier 2
39868	32nd Ave SW	55th Ter SW	End	28	Tier 2
41489	44th Ter SW	22nd Pl SW	23rd Ave SW	28	Tier 2
41849	52nd Ter SW	17th Ave SW	17th Pl SW	28	Tier 2
44097	53rd Ln SW	17th Ave SW	17th Pl SW	28	Tier 2
37749	54th St SW	26th Ave SW	26th Pl SW	28	Tier 2
41985	31st Ave SW	50th Ln SW	52nd St SW	28	Tier 2
44315	19th Ct SW	46th Ter SW	46th Ter SW	28	Tier 2
38800	45th St SW	26th Ave SW	26th Pl SW	28	Tier 2
41936	52nd St SW	31st Ave SW	31st Pl SW	28	Tier 2
38366	22nd Pl SW	42nd St SW	43rd Ln SW	28	Tier 2
41915	42nd St SW	22nd Ave SW	22nd Pl SW	28	Tier 2
38816	42nd St SW	23rd Ave SW	23rd Pl SW	28	Tier 2
40010	41st St SW	19th Ct SW	20th Ave SW	28	Tier 2
40790	41st Ter SW	19th Ct SW	20th Ave SW	28	Tier 2

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
40788	17th Ave SW	53rd Ln SW	54th St SW	28	Tier 2
44699	20th Ave SW	41st St SW	41st Ter SW	28	Tier 2
38507	20th Ct SW	51st Ter SW	Hunter Blvd	27	Tier 2
30656	31st Pl SW	50th St SW	52nd St SW	26	Tier 3
32414	23rd Ct SW	50th Ter SW	51st St SW	26	Tier 3
35514	18th Ave SW	52nd Ter SW	53rd Ln SW	26	Tier 3
34196	52nd St SW	17th Ct SW	18th Ct SW	26	Tier 3
34211	52nd St SW	18th Ct SW	19th Ave SW	26	Tier 3
35373	29th Pl SW	50th St SW	50th Ter SW	26	Tier 3
36567	28th Ave SW	47th Ter SW	Tropicana Blvd	26	Tier 3
34228	20th Ave SW	42nd St SW	Sunset RD	26	Tier 3
34703	42nd St SW	20th Ave SW	20th Pl SW	26	Tier 3
34045	22nd Ave SW	43rd Ter SW	43rd Ln SW	26	Tier 3
38480	49th Ter SW	19th Ave SW	20th Pl SW	26	Tier 3
38429	19th Pl SW	46th St SW	46th Ter SW	26	Tier 3
38588	18th Ct SW	52nd Ter SW	53rd Ln SW	26	Tier 3
42138	18th Ct SW	52nd St SW	52nd St SW	26	Tier 3
38735	53rd Ln SW	18th Ave SW	18th Ct SW	26	Tier 3
38907	49th St SW	28th Ct SW	30th Pl SW	26	Tier 3
39169	52nd St SW	31st Pl SW	32nd Ave SW	26	Tier 3
42000	23rd Ct SW	51st St SW	51st Ter SW	26	Tier 3
42173	41st St SW	18th Ave SW	19th Ct SW	26	Tier 3
42631	44th St SW	20th Ave SW	22nd Pl SW	26	Tier 3
38319	42nd St SW	19th Pl SW	20th Ave SW	26	Tier 3
42041	20th Pl SW	42nd St SW	43rd Ln SW	26	Tier 3
40143	42nd St SW	20th Pl SW	21st Ave SW	26	Tier 3
38736	19th Ct SW	41st St SW	41st Ter SW	26	Tier 3
39044	19th Ct SW	40th Ter SW	41st St SW	26	Tier 3
39596	41st St SW	16th Pl SW	18th Ave SW	26	Tier 3
38335	22nd Pl SW	44th St SW	44th Ter SW	26	Tier 3
40743	22nd Pl SW	43rd Ln SW	44th St SW	26	Tier 3
31171	31st Pl SW	45th St SW	Tropicana Blvd	25	Tier 3
33469	45th St SW	31st Pl SW	32nd Ave SW	25	Tier 3
42010	31st Pl SW	44th St SW	45th St SW	25	Tier 3
32794	52nd Ter SW	23rd Pl SW	23rd Ct SW	24	Tier 3
32336	25th Ct SW	55th St SW	55th Ter SW	24	Tier 3
33320	55th St SW	Coronado Pkwy	25th Ct SW	24	Tier 3
30740	25th Ave SW	42nd St SW	42nd Ter SW	24	Tier 3
30814	42nd Ter SW	Golden Gate Pkwy	25th Ave SW	24	Tier 3
31125	43rd St SW	Golden Gate Pkwy	25th Ave SW	24	Tier 3

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
32564	55th Ter SW	Coronado Pkwy	25th Ct SW	24	Tier 3
35121	18th Pl SW	46th St SW	46th Ter SW	24	Tier 3
34772	45th Ter SW	21st Ave SW	22nd Pl SW	24	Tier 3
34024	46th St SW	21st Ave SW	22nd Pl SW	24	Tier 3
34087	22nd Pl SW	45th Ter SW	46th St SW	24	Tier 3
35518	54th Ter SW	Coronado Pkwy	Coronado Pkwy	24	Tier 3
39436	23rd Pl SW	52nd Ter SW	54th Ter SW	24	Tier 3
41399	52nd Ter SW	18th Ave SW	18th Ct SW	24	Tier 3
38058	17th Ave SW	49th St SW	50th Ter SW	24	Tier 3
39090	55th Ter SW	25th Ct SW	25th Pl SW	24	Tier 3
37520	42nd Ter SW	Mystic ALY	Golden Gate Pkwy	24	Tier 3
40139	17th Ave SW	48th St SW	49th St SW	24	Tier 3
38687	48th Ter SW	28th Ct SW	30th Pl SW	24	Tier 3
41675	49th Ln SW	28th Ct SW	30th Pl SW	24	Tier 3
44653	52nd Ter SW	23rd Ave SW	23rd Pl SW	24	Tier 3
44218	51st St SW	28th Ave SW	28th Pl SW	24	Tier 3
40006	16th Pl SW	41st St SW	41st Ln SW	24	Tier 3
40032	22nd Pl SW	55th St SW	55th Ter SW	24	Tier 3
40408	22nd Pl SW	55th Ter SW	Tropical Way	24	Tier 3
41018	22nd Pl SW	Tropical WAY	Santa Barbara Blvd	24	Tier 3
35083	42nd St SW	17th Ave SW	18th Pl SW	23	Tier 3
30850	51st St SW	17th Ave SW	17th Ct SW	22	Tier 3
30907	45th Ter SW	19th Pl SW	21st Ave SW	22	Tier 3
30665	21st Ave SW	45th Ter SW	21st Ave SW	22	Tier 3
31122	21st Ave SW	45th Ter SW	46th St SW	22	Tier 3
31102	25th Ave SW	42nd Ter SW	43rd St SW	22	Tier 3
34046	22nd Ave SW	54th St SW	54th Ter SW	22	Tier 3
34463	42nd St SW	22nd Pl SW	23rd Ave SW	22	Tier 3
38479	20th Ct SW	51st St SW	51st St SW	22	Tier 3
42110	20th Ct SW	51st St SW	51st Ter SW	22	Tier 3
38523	23rd Ave SW	52nd Ter SW	52nd Ln SW	22	Tier 3
42486	26th Ave SW	54th St SW	55th St SW	22	Tier 3
39782	25th Pl SW	54th St SW	55th Ter SW	22	Tier 3
37892	21st Pl SW	53rd St SW	54th Ter SW	22	Tier 3
39960	21st Ave SW	21st Pl SW	54th Ter SW	22	Tier 3
41166	54th St SW	22nd Ave SW	23rd Ave SW	22	Tier 3
40684	17th Ave SW	51st St SW	52nd St SW	22	Tier 3
38482	19th Ct SW	Hunter Blvd	20th Pl SW	22	Tier 3
40008	16th Pl SW	Jefferson Ln	End	22	Tier 3
38314	16th Pl SW	Jefferson Ln	Sunshine Blvd	22	Tier 3

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
40009	17th Ave SW	Sunshine Blvd	48th St SW	22	Tier 3
38442	52nd Ter SW	22nd Pl SW	23rd Ave SW	22	Tier 3
38059	51st St SW	17th Ct SW	50th Ter SW	22	Tier 3
37611	54th St SW	25th Pl SW	26th Ave SW	22	Tier 3
44106	28th Ave SW	44th St SW	44th Ter SW	22	Tier 3
38129	28th Ave SW	44th Ter SW	46th St SW	22	Tier 3
38503	17th Ave SW	54th St SW	54th Ter SW	22	Tier 3
38504	17th Ave SW	54th Ter SW	Canal	22	Tier 3
31315	41st Ter SW	30th Ave SW	31st Pl SW	20	Tier 3
31248	31st Ave SW	50th Ln SW	50th St SW	20	Tier 3
30939	50th Ter SW	17th Ave SW	17th Pl SW	20	Tier 3
30789	20th Pl SW	21st Pl SW	19th Ct SW	20	Tier 3
32243	55th Ter SW	25th Pl SW	26th Ave SW	20	Tier 3
31432	42nd Ter SW	30th Ave SW	31st Pl SW	20	Tier 3
30772	50th Ter SW	17th Pl SW	18th Ave SW	20	Tier 3
31449	50th Ln SW	31st Ave SW	End	20	Tier 3
30786	17th Pl SW	49th St SW	50th Ter SW	20	Tier 3
30844	32nd Ave SW	41st St SW	End	20	Tier 3
30845	41st St SW	31st Pl SW	32nd Ave SW	20	Tier 3
31307	31st Pl SW	42nd Ter SW	43rd St SW	20	Tier 3
31416	31st Pl SW	41st Ter SW	42nd St SW	20	Tier 3
31417	31st Pl SW	42nd St SW	42nd Ter SW	20	Tier 3
32832	28th Pl SW	44th Ter SW	46th St SW	20	Tier 3
30771	41st Ter SW	17th Ave SW	18th Ave SW	20	Tier 3
34481	52nd Ter SW	21st Pl SW	22nd Pl SW	20	Tier 3
34041	18th Ave SW	44th Ter SW	Sunset Rd	20	Tier 3
34232	22nd Pl SW	Hunter Blvd	52nd Ter SW	20	Tier 3
33852	32nd Ave SW	41st St SW	43rd St SW	20	Tier 3
34212	19th Pl SW	42nd St SW	44th Ter SW	20	Tier 3
39202	42nd St SW	30th Ave SW	31st Pl SW	20	Tier 3
42617	41st St SW	29th Pl SW	31st Pl SW	20	Tier 3
41351	23rd Ave SW	53rd St SW	54th St SW	20	Tier 3
39351	46th St SW	19th Pl SW	20th Ave SW	20	Tier 3
40027	46th St SW	20th Ave SW	21st Ave SW	20	Tier 3
38316	17th Ave SW	51st St SW	End	20	Tier 3
42053	23rd Ave SW	54th St SW	54th Ter SW	20	Tier 3
39887	18th Ave SW	49th St SW	50th Ter SW	20	Tier 3
41476	47th Ter SW	28th Ave SW	30th Pl SW	20	Tier 3
42285	17th Ct SW	51st St SW	51st Ter SW	20	Tier 3
37894	44th Ter SW	28th Ave SW	28th Pl SW	20	Tier 3

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
39050	30th Pl SW	44th Ter SW	46th St SW	20	Tier 3
40075	31st Pl SW	41st St SW	41st Ter SW	20	Tier 3
44217	44th Ter SW	28th Pl SW	29th Ave SW	20	Tier 3
38057	17th Ave SW	41st Ter SW	41st Ter SW	20	Tier 3
39829	45th St SW	31st Ave SW	31st Pl SW	19	Tier 3
33016	50th St SW	31st Ave SW	31st Pl SW	18	Tier 3
31477	19th Pl SW	45th Ter SW	46th St SW	18	Tier 3
30775	21st Pl SW	52nd Ter SW	21st Ave SW	18	Tier 3
34405	17th Ct SW	18th Pl SW	Sunset Rd	18	Tier 3
36236	45th Ter SW	17th Ave SW	18th Pl SW	18	Tier 3
42400	17th Ct SW	45th St SW	18th Pl SW	18	Tier 3
38337	53rd St SW	21st Pl SW	23rd Ave SW	18	Tier 3
38524	23rd Ave SW	52nd Ln SW	53rd St SW	18	Tier 3
39958	17th Ave SW	43rd Ter SW	45th St SW	18	Tier 3
40745	52nd Ln SW	21st Pl SW	23rd Ave SW	18	Tier 3
41961	17th Ct SW	44th Ter SW	45th St SW	18	Tier 3
42208	17th Pl SW	44th Ter SW	45th St SW	18	Tier 3
41097	18th Pl SW	17th Ct SW	17th Ct SW	18	Tier 3
41727	18th Pl SW	45th Ter SW	46th St SW	18	Tier 3
44723	17th Ave SW	50th Ter SW	Canal	18	Tier 3
38216	16th Pl SW	41st Ln SW	Washington Ln	18	Tier 3
40017	17th Ave SW	42nd St SW	42nd Ter SW	18	Tier 3
38473	41st Ln SW	Green Blvd	Atoll Ct	18	Tier 3
40136	41st Ln SW	Atoll Ct	16th Pl SW	18	Tier 3
30678	43rd Ter SW	17th Ave SW	17th Pl SW	16	Tier 3
30732	17th Pl SW	43rd Ter SW	44th Ter SW	16	Tier 3
30881	44th Ter SW	17th Pl SW	17th Ct SW	16	Tier 3
30882	43rd Ter SW	17th Pl SW	18th Ave SW	16	Tier 3
36338	45th St SW	17th Pl SW	17th Ct SW	16	Tier 3
34127	44th St SW	18th Pl SW	19th Ave SW	16	Tier 3
35429	43rd St SW	17th Ave SW	18th Pl SW	16	Tier 3
35517	43rd Ter SW	18th Ave SW	18th Pl SW	16	Tier 3
35997	18th Ave SW	43rd Ter SW	44th Ter SW	16	Tier 3
36337	44th Ter SW	17th Ct SW	18th Ave SW	16	Tier 3
36339	42nd Ter SW	17th Ave SW	18th Pl SW	16	Tier 3
38761	17th Ave SW	45th St SW	45th Ter SW	16	Tier 3
44639	45th Ter SW	18th Pl SW	19th Pl SW	16	Tier 3
44624	50th St SW	31st Pl SW	32nd Ave SW	16	Tier 3
39422	17th Ave SW	43rd St SW	43rd Ter SW	16	Tier 3
40138	17th Ave SW	42nd Ter SW	43rd St SW	16	Tier 3

RECOMMENDED GOLDEN GATE CITY SIDEWALK IMPROVEMENT PROJECTS

ID	Facility	From	To	Score	Priority Tier
41892	16th Pl SW	Washington Ln	43rd Ln SW	16	Tier 3
30751	45th St SW	17th Ave SW	17th Pl SW	14	Tier 3
35822	30th Ave SW	42nd St SW	42nd Ter SW	14	Tier 3
36894	30th Ave SW	42nd Ter SW	43rd St SW	14	Tier 3
38834	30th Pl SW	47th Ter SW	Tropicana Blvd	14	Tier 3
40016	43rd Ln SW	Green Blvd	Atoll Ct	14	Tier 3
40786	43rd Ln SW	Atoll Ct	16th Pl SW	14	Tier 3
37218	30th Ave SW	41st Ter SW	42nd St SW	12	Tier 3
42157	41st Ter SW	29th Pl SW	30th Ave SW	12	Tier 3

Short-Term/Mid-Term Projects for Implementation/Consideration

The following minor improvements, projects and studies have been derived based on suggestions made by the public and other project stakeholders throughout the public involvement process (workshops, walk audits, bike audits, surveys). These projects address safety, traffic calming and aesthetic concerns. These projects can be considered Short-Term and Mid-Term projects due to the ease of implementation. Some projects are further detailed for clarification in the Recommendations by Type section of this report which follows the table below.

1.	Install missing crosswalks at the following locations: ***High Priority/Short-Term*** ➢ Hunter Boulevard and Coronado Boulevard ➢ 23rd Avenue SW and Sunshine Boulevard ➢ 23rd Avenue SW and 49th Terrace SW
2.	Install Double faced Signs: ***High Priority/Short-Term*** Why: Makes the signs visible to traffic approaching from either direction Where: Advance warning crosswalk signs and crosswalk signs in and around all school zones
3.	Install 10-foot-wide crossings for all four legs of intersections on the perimeters of schools: ***High Priority/Short-Term***
4.	Apply for Federal and State funds to complete the Tier One sidewalk gaps. ***High Priority/Short-Term***
5.	Perform an engineering study to place High Intensity Activated Crosswalk (HAWK) beacons in appropriate locations, such as: Tropicana Boulevard near 32nd Avenue SW; Golden Gate Parkway near Tropicana Boulevard; Sunshine Boulevard near 23rd Avenue SW; and 49th Terrace SW and 23rd Avenue SW. ***Mid-term***
6.	Initiate a feasibility study for installing mini-circles in intersections of streets with long block lengths. First consideration near schools such as: 25th Place SW and 48th Terrace SW; 25th Place SW and 50th Street.; 49th Terrace SW and 19th Street SW; 49th Terrace SW and 20th Place SW. ***Mid-term***
7.	Initiate an engineering study for road diets along Coronado Parkway and Sunshine Boulevard, and, once the studies are complete, conduct community workshops for both projects. ***Mid-term***
8.	Activate a shade tree planting program with the Collier County forester, a local school, organization, or agency. Partner with an established group to begin a sponsored tree nursery, with first planting priorities near Golden Gate City schools. ***Mid-term***
9.	Create buffered bike lanes on streets that can be narrowed to 10-foot lanes. Even a buffer of only one foot is helpful to increase safety and comfort. ***Mid-term***
10.	Adopt a Collier County painted intersection resolution. ***Mid-term***

Short-term = today to 3 years ***Mid-term*** = 3 to 5 years

Recommendations by Type

The following project recommendations for consideration have been included for purposes of clarification and ease of explanation when communicating with project stakeholders. Most have been researched based on suggestions made by the public and other project stakeholders throughout the public involvement process. They are intended to promote dialog and provide information and examples for further discussion. The recommendations have been summarized by type for ease of review and are not in priority order.

Utilization of "Informal Pathways"

There are opportunities to extend the pedestrian network by using low-speed and often informal pathways such as alleys. The following alleys and paths were observed in Golden Gate City:

- Tropical Way is a paved alley immediately parallel to Santa Barbara Boulevard.
- There is an unnamed, paved alley immediately parallel to and south of Golden Gate Parkway from west of 50 Street to 44 Street SW.
- There is an unpaved informal path immediately east of and parallel to Hunter Boulevard from 23 Court SW to 55 Street SW.
- There is an unpaved informal path immediately east of and parallel to Sunshine Boulevard from 23 Avenue SW to Sunset Road.
- There is an unpaved informal path immediately west of and parallel to Sunshine Boulevard from 23 Avenue SW to 17 Avenue SW.

A brief field review indicated substantial pedestrian usage. However, the current usage by motorists and restricted width of passageway poses serious safety concerns. A detailed analysis is required before recommendations can be made for incorporation into a formal pedestrian network.

Crosswalks

Crosswalks provide dedicated space for pedestrians to cross roads. The following recommendations increase the quantity and quality of crosswalks in Golden Gate City:

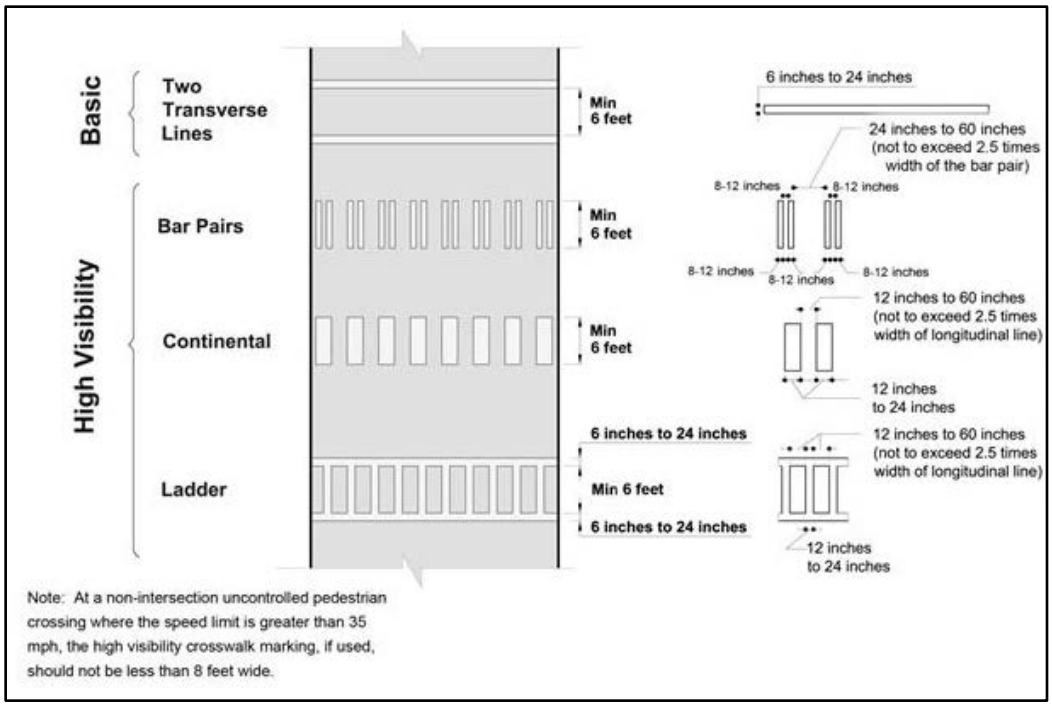
- Missing crosswalks should be filled in and were noted at the following location:
  - Hunter Boulevard and Coronado Boulevard. *Short term*
  - 23rd Avenue SW and Sunshine Boulevard. *Short term*
  - 23rd Avenue SW and 49th Terrace SW. *Short term*

Low-Cost Traffic Calming Demonstration Projects

Traffic calming was a common theme heard at stakeholder and public meetings, including MPO committee meetings. There are some techniques and projects that can be tried inexpensively as demonstration or pilot projects. Demonstration projects also allow the community to try out solutions without fully committing to them. The following are suggested for Golden Gate City:

- Use spray paint and bollards to visually narrow travel lanes at intersections that have high pedestrian activity, such as Tropicana Boulevard, south of Golden Gate Parkway. This gives the pedestrian a shorter crossing distance and should encourage drivers to reduce their speeds.
- Use spray paint to increase the width of crosswalks to the recommended 10-feet width at crossings adjacent to Golden Gate Middle School.
- Use spray paint and large planters to mimic a protected bike lane or road diet.
- Spray paint and planters can also be used to mimic mini-circles at minor intersections on residential streets.

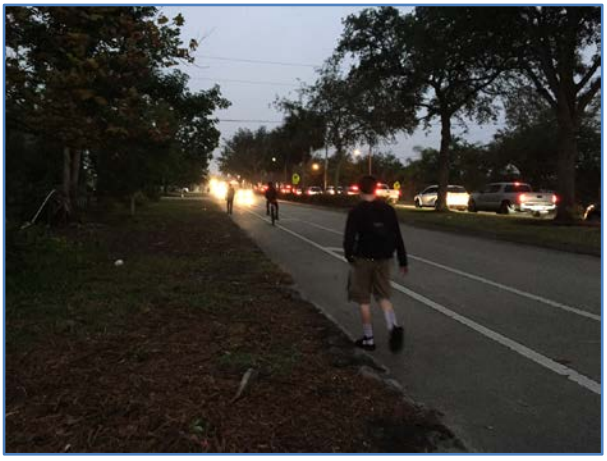
- Due to safety concerns as noted in the Existing Conditions section of this report, additional or improved crosswalks are recommended for the following locations:
  - Golden Gate Parkway and Coronado Boulevard. *Short term*
  - Golden Gate Parkway and Sunshine Boulevard. *Short term*
  - Sunshine Boulevard between 18th SW and Sunset Road. *Short term*
  - Golden Gate Parkway and Santa Barbara Boulevard. *Short term*
  - Santa Barbara Blvd between Westport Lane and 17th Ave SW/Cedar Tree Lane. *Short term*
- To increase the visibility of crosswalks for all motorists, it is recommended that all advance warning crosswalk signs in and around all school zones are "double faced," meaning the sign is visible to traffic approaching from either direction. *Short term*
- Use minimum 10-foot-wide high emphasis crosswalk markings on all four legs of intersections within 1,000 feet of each school. Start with the Golden Gate High School, Golden Gate Middle School, Grace Place, and other schools with high walking rates. Over time, incorporate this practice at all schools. *Short-term*
- Provide a mid-block crossing on Coronado Parkway approximately 300 feet back from intersection with Golden Gate Parkway. With the recommended road diet, the travel lane exposure will be changed to a 10-foot lane, a wide median, then another 10-foot lane. This could also be considered for a raised crossing. A study is warranted to determine spacing and feasibility. *Mid term*
- Consider removing on-demand signals and go to fully automated signals in light of the volume of pedestrians in some locations, such as Golden Gate Parkway at the Sunshine Boulevard and the Coronado Parkway intersections. *Mid term*
- Consider one or more midblock HAWK signals at locations such as Tropicana Boulevard and 32nd Avenue SW; Golden Gate Parkway and Tropicana Boulevard; Collier Boulevard and Santa Barbara Boulevard; Sunshine Boulevard and 23rd Avenue SW; 49th Terrace SW near 23rd Avenue SW. *Long term*



Examples of high-visibility crossings from FHWA

School-Focused Recommendations

With so many schools in Golden Gate City, and with high rates of students walking and bicycling, recommendations that directly impact schools can quickly and positively impact many of Golden Gate City's residents. The following recommendations can make it safer and more comfortable for students to walk and bike to and from school:



- Explore an early release of about six to eight minutes before parent pickup for all children who walk or bike home from Golden Gate Middle School. This offers students choosing active transportation a reward for walking and biking. More importantly, it provides them a greater margin of safety crossing streets near schools because they have a head start before the arrival of most parents in cars. *Short term*
- Monitor this program, and expand it to area elementary schools, such as the intermediate campus of Golden Gate Elementary School, as a recommended next step. *Mid term*
- Coordinate with the Sheriff's office and code enforcement to develop a campaign to address parked cars blocking sidewalks. Start this on all sidewalks within 1,500 feet of schools and then expand this to all roads in Golden Gate City. *Short term*
- Widen sidewalks around the high school and middle school to eight to 10 feet in width. *Long term*

Lighting

The figure below shows the locations of Florida Power and Light (FPL) and MSTU maintained lighting. Although there is significant coverage, the residents' perception is that the existing lighting isn't sufficient for them to feel safe.

- A follow-up lighting study is recommended to measure street and sidewalk light illumination, and create a map identifying places that need additional lighting. Prioritize lighting along sidewalks and roadways used by students walking home from school and after-school activities are a particular priority. *Short term*
- Develop a lighting and landscape plan with the MSTU. *Short term*

Lighting inventory in Golden Gate City
FPL (yellow) and MSTU (red)
Source: Collier County

Mini-Circles in Intersections

Like painted intersections, mini-circles in intersections help to create visual interruptions for motorists. Uninterrupted lengths of road encourage motorists to travel at higher speeds than posted.

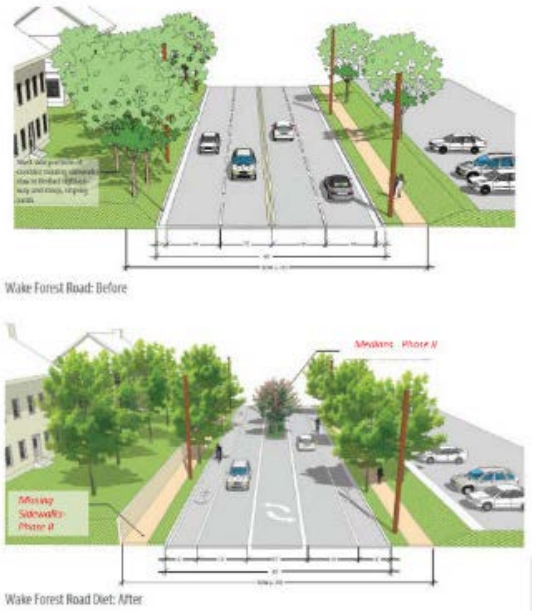
- Study the feasibility of installing mini-circles in intersections of streets with long block lengths (above 600 feet) with first consideration near schools. Suggestions:
  - 25th Place SW and 48th Terrace SW. *Mid term*
  - 25th Place SW and 50th Street SW. *Mid term*
  - 49th Terrace SW and 19th Street SW. *Mid term*
  - 49th Terrace SW and 20th Place SW. *Mid term*

Mini-circles in Seattle and Boston

Road Diets and Roundabouts

Reducing the number of lanes, narrowing the width of existing lanes, or changing a traditional intersection into a roundabout are all strategies to reduce observed speeds and elevate the status of pedestrians while still moving people in cars.

- Study the possibility of a road diet for Sunshine Boulevard, and use an engaging process such as a neighborhood charrette to gauge support. The outer lanes can be repainted as buffered bike lanes. *Short to mid term*
- Study the feasibility of painted road diets for Coronado Parkway and Hunter Boulevard. The outer lanes can be altered to include buffered bike lanes. Painted road diets can be considered temporary tests to determine the best configuration and to gauge community support. *Mid term*
- To help bring the observed speeds closer to the posted speed limit of 35 mph, explore creating 11-foot-wide lanes on Golden Gate Parkway within one mile of the community center or the full length of the road between Collier Boulevard and Santa Barbara Boulevard. Current lanes are 12-feet-wide. Coordinate the effort with Collier Area Transit to ensure buses can be accommodated. *Mid term*
- Study the feasibility of converting the intersections at Coronado Parkway and Golden Gate Parkway and Sunshine Boulevard and Golden Gate Parkway to roundabouts. *Long term*



Example of a road diet

Pedestrian Signals

Leading Pedestrian Interval (LPI) and High Intensity Activated Crosswalk (HAWK) beacons are two examples of tools that allocate time to pedestrians and bicyclists and increase roadway safety. LPI typically gives people on foot a three to seven second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of people on foot in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict. HAWK beacons add traffic signal displays on both sides of the road that stop traffic in both directions when push buttons are pressed by someone wishing to use the crosswalk. HAWK beacons, because of their ability to stop traffic with red traffic lights, work well on busy streets where there is a high volume of pedestrian traffic but no traditional traffic signals to periodically stop traffic.

HAWK beacons

Instead of competing with vehicles, pedestrians have their own space and time in which to travel. LPIs have been shown to reduce crashes between pedestrians and vehicles by as much as 60 percent at treated intersections. HAWKs in Phoenix, AZ, have resulted in a 29 percent reduction of total crashes; 69 percent reduction of pedestrian crashes; and 15 percent reduction of severe crashes.

Specific locations that could be considered for these treatments include Tropicana Boulevard near 32nd Avenue SW; Golden Gate Parkway near Tropicana Boulevard; Sunshine Boulevard near 23rd Avenue SW; and 49th Terrace SW and 23rd Avenue SW.

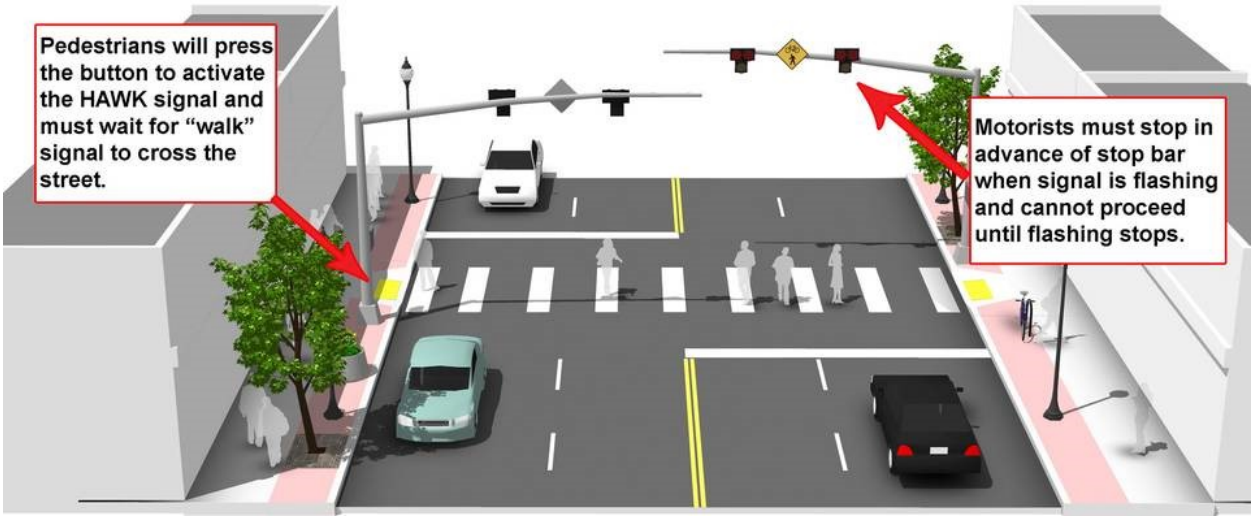
Phoenix, AZ, began installing HAWKs in 2004, and more than 90 are now throughout the city. Floridian examples can be found in Tampa near the University of South Florida and on East Hillsborough Avenue (in response to a number of pedestrian deaths in recent years), as well as on Bayshore Drive in East Naples. LPI have been implemented in Tallahassee, Ocala, Fort Lauderdale, and Gainesville.

The MUTCD allows for pedestrian signals or beacons to warn or control vehicle traffic at an unsignalized location to help people on foot cross a street at a marked crosswalk. They are recommended on street with speeds no greater than 35 mph. FDOT has installed HAWKs on FDOT maintained roads as an experimental traffic control device. The MUTCD offers guidance on implementing LPI, including a minimum lead time of three seconds, which signs may be appropriate, and suggests turns across the crosswalk should be prohibited during the leading pedestrian interval.

The following *short-term* recommendations for pedestrian-friendly signal timing practices at all principal roadway intersections are applicable throughout Golden Gate City:

- Maximize walk release phase for crossings at all side streets
- Provide automatic recall
- Consider removal of on-demand signals, and go to fully automated signals in light of the volume of pedestrians in some locations, such as Golden Gate Parkway at Coronado Parkway and Sunshine Boulevard intersections to improve pedestrian safety

- Study and apply protected left phase signals, and go to “lagging,” where appropriate
- Provide transit signal priority at key signals where not already in practice
- Reduce vehicle speeds to match sight distance as recommended by NACTO, rather than enlarging the intersection or removing obstructions
- Eliminate left or right turns where they cause safety problems, especially around schools where the street grid permits
- In off-peak hours set signals to reduce pedestrian wait times by using shorter cycles (long cycle lengths discourage active transportation)



Shared Streets

Low-volume residential streets often have narrow, crumbling, or non-existent sidewalks. Many of these streets operate as shared spaces, in which children play and people walk, sharing the roadway with drivers. Depending on the street’s volume and role in the traffic network, these streets have the potential to be redesigned and enhanced as shared streets. Shared streets, also known as home streets or woonerfs, can meet the desires of adjacent residents and function foremost as a public space for recreation, socializing, and leisure. Shared Streets are one of the newest ideas in walkability and are appropriate for residential blocks. One car lane is marked in paint in the middle of the street, with the rest of the street space available for walkers and bikers. There are generally no sidewalks or bike lanes. If two cars meet on the street, one simply moves out of the car lane until the other passes, which poses no risk to people on foot or bike because motor vehicles travel slowly (5-10 mph).

Some local streets in Golden Gate City lend themselves to a shared street demonstration project – they are narrow, have low posted speed limits, are home to many people traveling on foot and on bicycle, and are within a tight-knit community. Shared streets let residents reclaim the public realm of the street for recreation and social gathering.

A strong candidate for this treatment is 18th Avenue SW between Sunset Road and 43rd Terrace SW.

Begin by hosting a neighborhood charrette to consider how the conversion could look and function - the community has to be the entity desiring, requesting, and supporting the change.

Many cities that grew before the advent of the automobile have streets that serve naturally as shared spaces. Cities considering the implementation of a shared space should consider the adoption of a specific definition of a shared street in their city code. Seattle and Cambridge, MA, have both officially incorporated a definition of shared street into their city code.

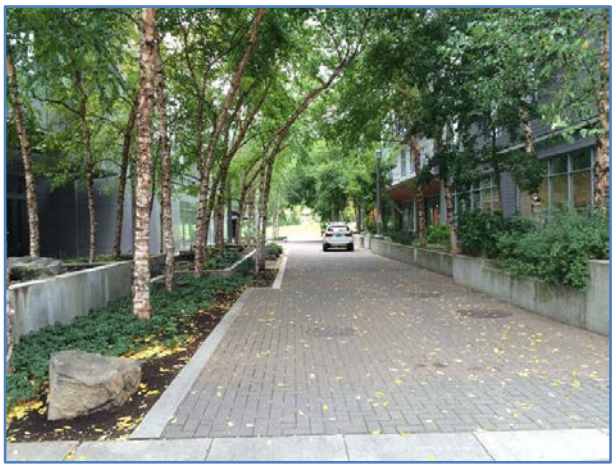
While the MUTCD has no references to home streets, woonerfs, or shared streets, the National Association of City Transportation Officials (NACTO) has developed detailed design and policy guidance for “residential shared streets.” NACTO recommends:

- Textured pavements that are flush with the curb reinforce the pedestrian-priority nature of the street. The design of the surface should be the prominent feature.
- Street furniture, including bollards, benches, planters, and bicycle parking, can help define a shared space, delineating the traveled way from the pedestrian-only space.
- A shared street sign should be used at the entrance to a shared street. Shared streets should generally be designed to operate intuitively as shared spaces without the need of signage. Signage serves to educate the public in the early stages of a conversion.
- Provide tactile warning strips at the entrance to all shared spaces to alert drivers and pedestrians.
- Shared streets generally allow motorists and bicyclists to operate in a two-way fashion. Designers should strive to make these behaviors implicit through the design details of the street itself.

Shared Streets in Golden Gate City would be a big change, but they can be implemented relatively quickly. Both the community engagement process and design and implementation can be achieved within five years. *Short term*

Shade Trees

Shade trees are one of the most important ingredients in creating a safe and comfortable community for walking. This is particularly true in southwest Florida where the high temperature is above 90 degrees for months on end.



- Shade trees are recommended first along all Tier One street segments and then along sidewalks on Tier Two facilities. It is recommended that a shade tree planting program is started at select schools and a nursery is created to supply trees. The program can involve the county forester and volunteer groups of students, scouts, or citizens to plant shade trees around the perimeter of a pilot school campus within three years. This program can be expanded to all schools within five years. *Short to mid term*

Pedestrian Connections

The following recommendations can create more direct walking connections within Golden Gate City.

20th Place SW is currently interrupted by a canal

- A bridge at 20th Place SW over the canal will connect residents to nearby retail and transit.
- Take advantage of the existing path connection between Golden Gate High School and Golden Gate Community Park through Forest Park, a gated community, by improving wayfinding for pedestrian routes leading to the park. NOTE: Coordination with and Approval by HOA will be required. Work to make this an official walk and bike route, which will give students a much shorter and safer direct route to all the recreational facilities in Golden Gate Community Park.
- Map out and create “first and last mile” wayfinding signs that announce walking distance in minutes (up to fifteen minutes or ½-mile) from major transit pick up and drop off stops to parks, retail, and other services and amenities.
- For areas with high elder populations or significant multi-family housing, add benches along key walking routes, spaced roughly 400 feet apart. Short term
- Improve walkability through the parking lots that connect the government center, the senior center, and Golden Gate Community Center. Short term
- Explore with the county engineer ways to slow traffic in and around the civic center complex with off-peak signal phasing cycles. Mid term
- Work with Collier County to require better street connectivity for all future developments through the adopted Land Development Code. Avoid building additional super-blocks and walled or gated communities. *Mid to long term*
- Enhance key parkway and other transit stops for improved placemaking and comfort. *Long term*

Painted Intersections

Painted intersections are murals painted on the street that create a sense of place through designs. They often reflect the character of an area and add to the social and economic fabric of a community. In addition, they offer traffic-calming through colorful, visual public art displays and provide safer experiences for pedestrians through well-marked crosswalks incorporated into the art design. Painted intersections also provide motorists with a tangible, visible reminder that they are traveling in a public thoroughfare and should be on the lookout for pedestrians, joggers, and bicyclists in the area. This treatment is appropriate for low-volume, local streets.

Painted intersections in Fort Lauderdale, FL, St Petersburg, FL, and Tampa, FL

Golden Gate City is a close-knit neighborhood with personality. Painted intersections can help highlight that sense of place and community, add neighborhood pride, and help create a safer, more comfortable walking and biking environment. A painted intersection says, "This is a place, you're in a community that cares."

Specific locations that may be great candidates for painted intersections are Sunshine Boulevard and 20th Place SW and 32nd Avenue SW and Tropicana Boulevard.

These could be the first painted intersections in Collier County and neighboring counties and could be on the ground by 2019.

While there are many examples around the country, painted intersections are also found closer to Golden Gate City. Fort Lauderdale has completed three stunning examples as part of its "Connecting the Block Painted Intersection Program" that is intended to create a safer balance between cars and people. Tampa's South Seminole Heights neighborhood installed a colorful painted intersection in July 2017. Both cities developed supportive programs and guidelines that allow neighborhoods to design, create, and install painted intersections. The guidelines also specify the kind of paint to be used, suggest fundraising ideas, and offer templates for gathering support and even "Paint Day" event planning.

The 2009 Manual of Uniform Traffic Control Devices doesn't directly apply to painted intersections because they are not considered traffic control devices. However, it states that painted intersections should not interfere with or obscure crosswalks, which are traffic control devices. Local agencies have developed effective guidelines to ensure the safety of all road users is respected. It is recommended that the implementing agency in Collier County collaborate with the implementing agencies in Tampa and Fort Lauderdale to understand the process and experience, particularly the impact on safety.

Painted intersections can be implemented quickly and inexpensively. *Short term*

Appendix A
Additional Plans Review

Appendix A: Additional Plans Review

Collier County Comprehensive Plan Policies and Objectives

Policy 6.2.3: Sidewalks and bike lanes shall provide access to government facilities, schools, commercial areas and the planned County greenway network.

Objective 6.3: Coordinate with local emergency services officials in planning and constructing road improvements within Golden Gate Estates and Golden Gate City to ensure that the access needs of fire department, police and emergency management personnel and vehicles are met.

Objective 7.3: Develop strategies through the County Growth Management Division – Planning and Regulation for the enhancement of roadway interconnection within Golden Gate City and the Estates Area including interim measures to assure interconnection.

Collier MPO 2012 Comprehensive Pathways Plan

The Collier MPO 2012 Comprehensive Pathways Plan (CPP) serves as the bicycle and pedestrian master plan for Collier County. The CPP was first developed in 1994 and was last updated in 2012; it is being replaced by a new plan, the Collier MPO Bicycle and Pedestrian Master Plan, which is currently under development. Its purpose is to provide a framework for developing a first-class bicycle and pedestrian network throughout Collier County. This plan includes prioritized lists of bicycle and pedestrian needs, as well as general policy and program recommendations that may be used by the cities and Collier County when planning new and redevelopment projects. A specially-designed Stakeholders Working Group worked with MPO staff to identify the following issues:

- Safety
- Existing Roadway Network – High Volume, High Speed
- Access & Transportation Mode Parity
- Connectivity and Continuity
- Link to Transit
- Facility Type & Diversity
- Facility Design
- Development & Land Planning Practices
- Promoting Livable Communities & Increasing the Number of Bicyclists & Pedestrians

In response to these issues, the plan presents a comprehensive set of recommendations to strategically develop a county-wide bicycle and pedestrian network comprised of sidewalks, bike lanes, paved shoulders and shared-use paths. The recommendations include:

- Construct new bicycle and pedestrian facilities
- Adopt a bicycle and pedestrian accommodation policy
- Encourage local jurisdictions to adopt Complete Streets policies
- Evaluate existing street design and safety enhancement opportunities
- Take advantage of regularly-scheduled maintenance and resurfacing
- Consider strategic “network quality” improvements
- Encourage facility diversity

- Establish a greenways and trail program
- Implement education, encouragement and enforcement strategies, campaigns and programs
- Promote and facilitate the design of livable and walkable communities

It also includes a Prioritized Needs Plan, and the following Golden Gate City roadways were identified. The table below shows the bicycle needs identified in the plan followed by the pedestrian needs identified in the plan.

Comprehensive Pathways Plan Prioritized Bicycle Needs in Golden Gate City

Facility	From	To	Length (miles)	Need Rank	Improvement	Est. Construction Cost
Collier Boulevard	Golden Gate Parkway	City Gate Boulevard N	4.16	High	Bike lanes on 2 sides	$1.1 M
Golden Gate Parkway	Collier Boulevard	55th Street SW	2.07	High	Bike lanes on 2 sides	$550k
Green Boulevard	Sunshine Boulevard	Logan Boulevard S	1.04	High	Bike lanes on 2 sides	$278k
Sunshine Boulevard	Green Boulevard	Golden Gate Parkway	1.09	High	Bike lanes on 2 sides	$291k

Comprehensive Pathways Plan Prioritized Pedestrian Needs in Golden Gate City

Facility	From	To	Length (miles)	Need Rank	Improvement	Est. Construction Cost
Collier Boulevard	Green Boulevard	Vanderbilt Beach Road	3.05	Medium	Sidewalks on 1 side	$350k (funded for construction FY 2013/14)
Collier Boulevard	Davis Boulevard	Green Boulevard	3.08	High	Sidewalks on 1 and 2 sides	$588k
Golden Gate Parkway*	Tropicana Boulevard	53rd Terrace SW	0.39	High	Sidewalks on 1 side	$45k
Golden Gate Parkway	Collier Boulevard	Sunshine Boulevard	0.93	High	Sidewalks on 1 and 2 sides	$120k
Green Boulevard	Collier Boulevard	Logan Boulevard S	2.00	High	Sidewalks on 1 and 2 sides	$339k
Sunshine Boulevard*	Green Boulevard	17th Ave SW	0.16	High	Sidewalks on 1 side	$18k

*These projects or portions of these projects have construction funds programmed in Fiscal Year 2019.

The new Bicycle and Pedestrian Master Plan is currently underway and will incorporate some of the 2012 CPP. The Plan will integrate the MPO's vision with local jurisdictions' existing plans and policies with the goal of a safe, convenient bicycle and pedestrian network that will yield economic, recreational, and quality of life benefits for Collier County residents and visitors. The Plan will address current best practices and include policies and guidelines pertaining to the preservation of rights-of-way and/or public access easements and bicycle/pedestrian design guidelines.

Appendix B
Public Engagement Events

Appendix B: Public Engagement Events

Focus Groups

January 11, 9:45 am - 12:00 pm
Three focus groups were held to talk to unique groups of stakeholders: Golden Gate City's schools and educational institutions, the agencies who oversee and interact with the delivery and maintenance of infrastructure, and the business community. Representative comments included:

- The Golden Gate Middle School principal helps direct students who are on-foot at dismissal time due to the high number of students that walk or bike to school.
- Around 50 percent of the 900 kids in after school programs at Grace Place walk home from their campus.
- The lack of sidewalks beyond the school grounds is a major concern because many kids wind up walking in streets and ditches. Another problem is cars parking on the sidewalks.
- Lack of pedestrian lighting is of concern—both in the morning for kids walking to school and in the evening as they come home from after-school activities and sports events.
- Light poles installed by the Golden Gate Beautification MSTU on Sunshine Blvd. and Tropicana Blvd. are primarily decorative. Located mainly at median ends on these roadways, they offer only incidental pedestrian lighting. In a discussion of possible utilization of MSTU funds for new pedestrian lighting, two considerations are noted: (1) Sufficient funds are required at all times to maintain existing MSTU assets and planned improvements, and (2) the MSTU Ordinance may require BCC-approved modification to include improved pedestrian lighting.
- Many City residents walk as their means of transportation.
- Bus service is limited, stopping between 6:30 pm and 8:00 pm, depending on the line.
- Roundabouts on busy streets might slow down traffic speeds.
- More multi-purpose pathways should be considered for both sides of major streets.
- Research shows that residents want Golden Gate City to be a vibrant, walkable, family-friendly community. Improving biking and walking conditions was a higher priority in the survey than easing auto congestion.
- Golden Gate Community Center functions as a town square, a place where the community comes together for public meetings, arts events, festivals, and food assistance programs.

Walking Audits

Three walking audits were held over two days near the Golden Gate Community Center along Golden Gate Parkway and Sunshine Boulevard. Adult crossing guards are assigned to major intersections at school dismissal time, some of whom have the ability to control traffic signals.

The study team asked participants to consider “How do you reward people who walk and bike, rather than punish them?” Participants and the walkability team came up with a menu of options to make walking safe, comfortable, and convenient for all. These options have been included in the Recommendations section of this report.

Bike Tour

January 11, 2018, 3:00 pm

The study team led a group on bikes through the neighborhood beginning at the Community Center, north on Sunshine Boulevard (a four-lane road with sidewalks and no marked bike lanes), to 17th Avenue SW. The group paused at an intersection, and the study team described the benefits of road diets for roads like Sunshine Boulevard. The group then toured a residential neighborhood with narrow streets, no sidewalks, and little traffic which the study team said could be perfect for a Shared Street (see the Recommendations section of this report for additional details).

The team stopped at several road crossings and described how right angles at intersections can reduce vehicle rolling stops, increasing safety for bicyclists and walkers. The group observed how the canals create obstructions to direct travel in the neighborhood. The team suggested that canal crossings could reduce the length or walking or biking trips and provide better connectivity.

One benefit of Shared Streets is that they can be done one block at a time, wherever a “champion” emerges who educates neighbors about the advantages of the plan. A strategic strength of the idea is that homeowners readily embrace it because it reduces speed and noise and improves quality of life on their own block.

Windshield Tours

During the two windshield tours, staff from the study team and Collier County investigated locations discussed in meetings and events. The following observations were made:

- Because there are sidewalks on just one side of Tropicana Boulevard, students walking to schools are forced to walk on the pavement in the bicycle lane.
- Even though there is a locked gate between Golden Gate High School and the Forest Park gated community, access is possible via a somewhat hidden walkway and bridge across the canal. The gate to the community park at the west end of Forest Park is also open, making it possible for students to walk between the school and the park.
- Sidewalks and bike lanes are limited near schools and Grace Place, even though a high percentage of students regularly walk or bike.
- Winn-Dixie, the only large supermarket in the community, has poor pedestrian access.
- Street connectivity can be improved with pedestrian bridges over canals in several locations.
- The sidewalk disappears on Santa Barbara Boulevard, with people being forced to walk in the buffered bike lane.
- Lack of shade on many sidewalks deters walking.
- Parents' cars line up long before school pick up time, aggravating congestion and pollution.
- Posted speed limits on the streets bordering Golden Gate City are 45 mph while most local streets interior to the study area are much lower. Golden Gate Parkway is 35 mph. There are very few speed limit signs posted on local streets.

Evening Public Events

Publicly advertised workshops were held to engage with the community. A presentation was followed by group work on maps and discussions about problems and desired outcomes.

January 11 and 12, 2018, 5:00 - 7:00 pm

The study team asked people to share thoughts on how to transform Golden Gate City from a place where auto traffic defines the community to one that exhibits the feel of a village, where people can easily and safely get around on foot. The team invited the audience to contribute ideas on how to "make walking the natural and the easy choice" in transportation. Highlights of comments received include:

- Reduce speeding in school zones where the speed limit is 20 mph. Lower speeds dramatically increase public safety.

- Golden Gate City families have less access to automobiles and therefore, people walk more often because they don't have a choice.
- Bike and pedestrian safety should become a subject for health classes in the schools.
- Poor lighting contributes to street crime in some neighborhoods, especially after dark.

Break Out Session

January 12, 2018

Attendees of the public workshop gathered around tables with a large Golden Gate City map where they highlighted problems and solutions in the community with blue stickers and post-it notes.

- Group #1 emphasized the following:
- Bad design for pedestrian crossing at Golden Gate Parkway and 44th Street SW
- No sidewalks on Santa Barbara Boulevard
- Sidewalk abruptly ends on Golden Gate Parkway at 55th Street SW
- People drive off the road at Santa Barbara Boulevard and Green Boulevard
- Incomplete sidewalks near Winn-Dixie
- Group #2 emphasized the following:
- Crossing guard at Sunshine Boulevard and 20th Place SW is hampered in helping people get across street safely
- Locked gates in the Forest Park gated community discourage kids from walking from the high school to recreational facilities and aquatic center in Golden Gate Community Park; the only alternative route is much longer because of canals, and involves crossing very busy streets
- Dismissal time at Grace Place can create traffic problems in the neighborhood

School Observations

Morning Visit to Golden Gate Elementary

Thursday, January 11

Observations

Golden Gate Elementary is divided into two campuses that are geographically separated. Kindergarten through second grade attend one campus north of 20th Place SW, while third through fifth grade are located a few blocks to the west, south of 20th Place SW. There is a relatively new pedestrian bridge along 20th Place S over a canal that separates the campuses. The surrounding sidewalks are filled with kids on foot, a few on bikes, parents walking with strollers, etc. School is in session from 7:55 a.m. to 2:50 p.m.

Concerns

- 4-5-foot sidewalks are too narrow for the heavy volume of kids walking
- Limited number of entrances increases walking distance and time; at K-2 school, only one entrance on a roughly ½-mile superblock is safe for kids and parents to use; kids and parents use unsafe entrances to save time and steps
- Very few sidewalks on streets away from immediate vicinity of schools
- Heavy auto traffic of parents dropping off kids makes walking more risky
- Sidewalk pavement and buffer strips deteriorating in some places

Assets

- Zebra-striped crosswalks at some intersections
- New pedestrian bridge over the canal and funded by Safe Routes for Schools
- Locked bike corrals available at both campuses (K-2 and 3-5)
- Youth crossing guards
- Narrow streets slow speed of traffic

Morning Visit to Golden Terrace Elementary School

Thursday, January 11

Observations

Like Golden Gate Elementary School, Golden Terrace is divided into two campuses. Kindergarten through second grades are at the northern campus on 27th Court SW, and third through fifth grades are at the campus to the south on 30th Avenue SW. School is in session from 7:55 a.m. to 2:50 p.m.

Concerns

- Very few sidewalks on streets away from immediate vicinity of school
- Sidewalks are narrow, not comfortable for two people to walk abreast
- There is no direct connection on the street network between the two campuses; parents walking children to school at both campuses have to travel further than necessary
- Speeding observed; a parent said she observes speeding and running stop signs regularly
- Limited entrance to school grounds requires walkers and cyclists to walk further
- Crossings directly adjacent to the school are faded and in poor condition

Assets

- Surrounding streets are narrow, good potential for controlling speeds and for pedestrian crossings
- High rates of walking and biking observed
- Well-designed system for parents in cars dropping off kids

Morning Visit to Golden Gate High School

Friday, January 12

Observations

School starts at 7:05 am. Many students walk or bike to school, and vehicle traffic was heavy going south on Tropicana Boulevard. While there are buffered bike lanes on Tropicana Boulevard and sidewalks on the west side, many students were walking and biking southbound in the northbound travel lanes. Traveling correctly requires them to cross Tropicana Boulevard with low-lighting and heavy vehicle traffic.

Concerns

- Very few sidewalks on streets away from immediate vicinity of school
- On heavily-traveled Tropicana Boulevard, no crossing lights or sidewalk on one side of street
- Median lighting on Tropicana Boulevard is ineffective
- Two entrances to school grounds: Tropicana Boulevard and Magnolia Pond Drive (outside study area); creates congestion and reduces directness

Assets

- Tropicana Boulevard is a road with a good cross-section and has room for improvements
- High bicycling and pedestrian use
- Medians can act as good pedestrian refuge

Morning and Afternoon Visit to Golden Gate Middle School

Friday, January 12

Observations

School is in session from 9:05 a.m. to 3:50 p.m. It is estimated that 800-900 of the 1,100-student body walk or bike at least part of the time. These are extraordinary numbers and a great advantage to furthering a culture of walking as transportation in Golden Gate City. In the afternoon, the principal escorts walkers and cyclists to the intersection of Tropicana Boulevard and 26th Place SW and encourages safe walking and biking.

Concerns

- Very few sidewalks on streets away from immediate vicinity of school
- On heavily-traveled Tropicana Boulevard, two blocks from school, no crossing lights or sidewalk on one side of street
- Limited number of entrance to school grounds, which means further walking or biking for some kids

Assets

- Well-designed system for parents in cars dropping off kids
- Buses have separate drop-off zone
- Cones placed at the exit restrict left turns as cars leave the school grounds (roughly 90-95 percent)
- Zebra-stripes at some crossings near school
- Large corral for storing bikes, with ample bike racks so kids can lock their bikes
- Sidewalks all at least five feet wide
- School administration is dedicated to keeping kids on foot and on bikes safe

Team Meetings

January 12, 2018 8:00 am

An in-depth, follow-up discussion looked deeper at the concerns and solutions that surfaced in meetings and events. Of note are the following issues:

- MSTU could be a potential source for funding installing pedestrian lighting.
- There is need for engaging more constituencies in the Golden Gate community on walkability issues.
- Faith communities and civics classes in the schools could be used for outreach possibilities.
- The development of a private golf course into a large multi-family housing project raises traffic and other issues for the neighborhood. Could some of it be preserved as parkland?

Numerous site visits were also conducted during this time to review areas noted by community members during the previous evening's public meetings. School sites were explored as well as the connections between the schools and the surrounding neighborhoods.

Community Meeting

The study team presented the draft study and recommendations at a community meeting on Thursday, April 19, 2018, that saw many of the same residents who participated in the January events. After the presentation, participants reviewed a map of recommendations for the areas with the greatest needs. The following comments were collected:

- Safety is a concern if a pedestrian bridge were to fill in the gap across the canal on 20th Place SW
- Mini-circles in intersections could help slow vehicle traffic on residential streets
- Shade trees are good, but also pose a risk during storms
- Painted intersections could help add pride to Golden Gate City
- A reconfigured connection from Coronado Parkway to Golden Gate Parkway, possibly through the adjacent commercial area, could be beneficial and support redevelopment
- Possible redevelopment of the golf course could increase the volume of traffic along 44th Street SW; many students walk along this road

Fact Sheets for three project types (Shared Streets, pedestrian signals, and painted intersections) were created for this event and are included in **Appendix C.**

Appendix C
Fact Sheets

Appendix C: Fact Sheets

Shared Streets

What are shared streets and how could they work in Golden Gate City?

Golden Gate City
A Walkable Community

The **Golden Gate City Walkable Community Study** addresses safety, access, and mobility for people of all ages and abilities who walk, bike, drive, and use transit in our community.

Low-volume residential streets often have narrow, crumbling, or non-existent sidewalks. Many of these streets operate as shared spaces, in which children play and people walk, sharing the roadway with drivers. Depending on the street's volume and role in the traffic network, these streets have the potential to be redesigned and enhanced as shared streets. Shared streets, also known as home streets or woonerfs, can meet the desires of adjacent residents and function foremost as a public space for recreation, socializing, and leisure.

How would Golden Gate City benefit from this? Some local streets in Golden Gate City lend themselves to a shared street demonstration project – they are narrow, have low posted speed limits, are home to many people traveling on foot and on bicycle, and are within a tight-knit community. Shared streets let residents reclaim the public realm of the street for recreation and social gathering. **A strong candidate for this improvement is 18th Avenue SW betwen Sunset Road and 43rd Terrace SW.**

Where is this already being done? Many cities that grew before the advent of the automobile have streets that serve naturally as shared spaces. Cities considering the implementation of a shared space should consider the adoption of a specific definition of a shared street in their city code. Seattle and Cambridge, MA, have both officially incorporated a definition of shared street into their city code.

What are some regulations? While the Manual of Uniform Traffic Control Devices has no references to home streets, woonerfs, or shared streets, the National Association of City Transportation Officials (NACTO) has developed detailed design and policy guidance for "residential shared streets." NACTO recommends:

- Textured pavements that are flush with the curb reinforce the pedestrian-priority nature of the street. The design of the surface should be the prominent feature.
- Street furniture, including bollards, benches, planters, and bicycle parking, can help define a shared space, subtly delineating the traveled way from the pedestrian-only space.
- A shared street sign should be used at the entrance to a shared street. Shared streets should generally be designed to operate intuitively as shared spaces without the need of signage. Signage serves to educate the public in the early stages of a conversion.
- Provide tactile warning strips at the entrance to all shared spaces to alert drivers and pedestrians.
- Shared streets generally allow motorists and bicyclists to operate in a two-way fashion. Designers should strive to make these behaviors implicit through the design details of the street itself.

Asheville, NC

Santa Monica, CA

Seattle, WA

Manhattan Beach, CA

See nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/

Pedestrian Signals

What are pedestrian signals and how could they work in Golden Gate City?

Golden Gate City
A Walkable Community

The **Golden Gate City Walkable Community Study** addresses safety, access, and mobility for people of all ages and abilities who walk, bike, drive, and use transit in our community.

Leading Pedestrian Interval (LPI) and High Intensity Activated Crosswalk (HAWK) beacons are two examples of tools that allocate time to pedestrians and bicyclists and increase roadway safety. LPI typically gives people on foot a three to seven second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of people on foot in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict. HAWK beacons add traffic signal displays on both sides of the road that stop traffic in both directions when push buttons are pressed by someone wishing to use the crosswalk. HAWK beacons, because of their ability to stop traffic with red traffic lights, work well on busy streets where there is a high volume of pedestrian traffic but no traditional traffic signals to periodically stop traffic.

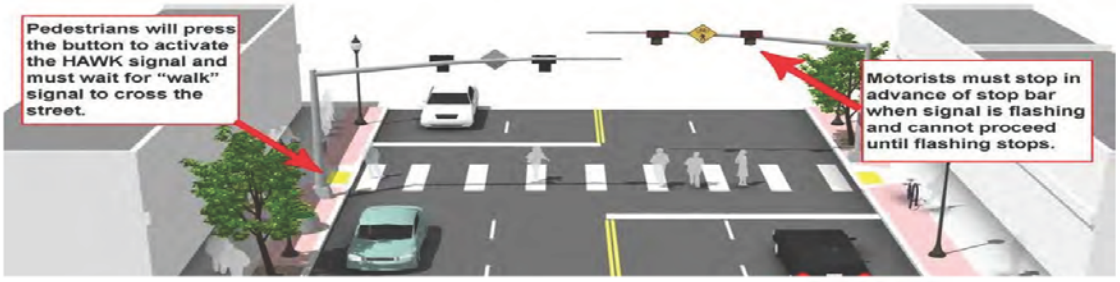
How would Golden Gate City benefit from this? Instead of competing with vehicles, pedestrians have their own space and time in which to travel. LPIs have been shown to reduce crashes between pedestrians and vehicles by as much as 60 percent at treated intersections. HAWKs in Phoenix, AZ, have resulted in a 29 percent reduction of total crashes; 69 percent reduction of pedestrian crashes; and 15 percent reduction of severe crashes. **Specific locations that could be considered for t hese treatments include Tropicana Boulevard near 32nd Avenue SW; Golden Gate Parkway near Tropicana Boulevard; Sunshine Boulevard near 23rd Avenue SW; and 49th Terrace SW and 23rd Avenue SW.**

Tampa

Where is this already being done? Phoenix, AZ, began installing HAWKs in 2004, and more than 90 are now throughout the city. Floridian examples can be found in Tampa near the University of South Florida and on East Hillsborough Avenue after a number of pedestrian deaths in recent years, as well as on Bayshore Drive in East Naples. LPI have been implemented in Tallahassee, Ocala, Fort Lauderdale, and Gainesville.

Phoenix

What are some regulations? The Manual of Uniform Traffic Control Devices (MUTCD) allows for pedestrian signals or beacons to warn or control vehicle traffic at an unsignalized location to help people on foot cross a street at a marked crosswalk. They are recommended on street with speeds no greater than 35 mph. The Florida Department of Transportation (FDOT) has installed HAWKs on FDOT maintained roads as an experimental traffic control device. The MUTCD offers guidance on implementing LPI, including a minimum lead time of three seconds, which signs may be appropriate, and suggests turns across the crosswalk should be prohibited during the leading pedestrian interval.



NACTO schematic

See a December 2017 Center for Urban Transportation Research study on LPI guidelines in Florida at www.fdot.gov/research/completed_proj/summary_TE/FDOT-BDV25-977-22-rpt.pdf

Painted Intersections

What are painted intersections and how could they work in Golden Gate City?

Golden Gate City
A Walkable Community

The **Golden Gate City Walkable Community Study** addresses safety, access, and mobility for people of all ages and abilities who walk, bike, drive, and use transit in our community.

Painted intersections are murals painted on the street that create a sense of place through designs. They often reflect the character of an area and add to the social and economic fabric of a community. In addition, they offer traffic-calming through colorful, visual public art displays and provide safer experiences for pedestrians through well-marked crosswalks incorporated into the art design. Painted intersections also provide motorists with a tangible, visible reminder that they are traveling in a public thoroughfare and should be on the lookout for pedestrians, joggers, and bicyclists in the area. This treatment is appropriate for low-volume, local streets.

How would Golden Gate City benefit from this? Golden Gate City is a close-knit neighborhood with personality. Painted intersections can help highlight that sense of place and community, add neighborhood pride, and help create a safer, more comfortable walking and biking environment. A painted intersection says, "This is a place, you're in a community that cares." **Specific locations that may be great candidates for painted intersections are Sunshine Boulevard and 20th Place SW and 32nd Avenue SW and Tropicana Boulevard. These could be the first painted intersections in Collier County and neighboring counties.**

Where is this already being done? While there are many examples around the country, painted intersections are also found closer to Golden Gate City. Fort Lauderdale has completed three stunning examples as part of its "Connecting the Block Painted Intersection Program" that is intended to create a safer balance between cars and people. Tampa's South Seminole Heights neighborhood installed a colorful painted intersection in July 2017. Both cities developed supportive programs and guidelines that allow neighborhoods to design, create, and install painted intersections. The guidelines also specify the kind of paint to be used, suggest fundraising ideas, and offer templates for gathering support and even "Paint Day" event planning.

What are some regulations? The Manual of Uniform Traffic Control Devices doesn't directly apply to painted intersections because they are not considered traffic control devices. However, it states that painted intersections have the potential to compromise motorist safety and encourage pedestrians and bicyclists to loiter in the street. Painted intersections should not interfere with or obscure crosswalks, which are traffic control devices.

Fort Lauderdale

Tampa

St Petersburg

Fort Lauderdale

See the City of Tampa's Paint the Intersection: A Policy for Painting the Intersection created by the Transportation and Stormwater Services Department at www.tampagov.net/sites/default/files/transportation/files/paint_the_intersection_complete.pdf and the City of Fort Lauderdale's Painted Intersection Project at www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today/painted-intersections-project.

Appendix D
Golden Gate City
Sidewalk Evaluation Scoring Matrix

Golden Gate City Sidewalk(s) Evaluation Scoring Matrix

				Generators												Safety							PLOS									
				Connectivity Benefit	Proximity to Commercial Areas			Proximity to Parks/ Recreation Center/Libraries			Proximity to Collier Area Transit			Proximity to Schools (Safe Routes to Schools)			Type of Adjacent Street					Known Crashes		Visual Ranking	Security Ranking	Crossings Ranking	Continuity Ranking	Directness Ranking	Cumulative PLOS Ranking	Cumulative PLOS Score	Total Segment Score	Assigned Tier	Length (LF)
			Max Points	20	10			10			10			10			20					10		10									
			Proximity Points	20	10	4	2	10	4	2	10	4	2	10	4	2	20	20	10	2	-50	10	5	A=0; B=2; C=4; D=6; E=8; F=10									
Object ID	Street Name	From	To		1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	Major Arterial	Minor Arterial	Collector	Local	Service	1+ Crash	1 Crash										
32766	Golden Gate Pkwy.	Coronado Pkwy.	Tropicana Blvd.	20	10	0	0	10	0	0	10	0	0	10	0	0	0	20	0	0	0	0	0	D	C	B	D	C	C	4	84	1	474
39778	Collier Blvd.	Golden Gate Pkwy.	23rd Ave. SW	20	10	0	0	10	0	0	10	0	0	0	0	0	20	0	0	0	0	0	5	F	F	E	F	F	E	8	83	1	724
32204	Tropicana Blvd.	Golden Gate Pkwy.	Toucan Aly	20	10	0	0	10	0	0	10	0	0	10	0	0	0	0	10	0	0	0	5	E	D	D	D	C	D	6	81	1	206
38658	Santa Barbara Blvd.	Cedar Tree Ln.	19th Ct. SW	20	10	0	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	10	0	F	F	E	F	C	E	8	80	1	1305
39872	Tropicana Blvd.	25th Pl. SW	28th Ave. SW	20	10	0	0	0	4	0	10	0	0	10	0	0	0	0	10	0	0	10	0	E	D	D	D	C	D	6	80	1	1640
30909	Collier Blvd.	25th Ave. SW	Golden Gate Pkwy.	20	10	0	0	10	0	0	10	0	0	0	0	0	20	0	0	0	0	0	0	F	F	E	F	C	E	8	78	1	429
34409	Collier Blvd.	23rd Ave. SW	23rd Ave. SW	20	10	0	0	10	0	0	10	0	0	0	0	0	20	0	0	0	0	0	0	F	F	E	D	F	E	8	78	1	1728
32602	Tropicana Blvd.	Toucan Aly	25th Pl. SW/26th Pl. SW	20	10	0	0	10	0	0	10	0	0	10	0	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	76	1	162
42766	Collier Blvd.	Canal	25th Ave. SW	20	10	0	0	10	0	0	0	4	0	0	4	0	20	0	0	0	0	0	0	F	F	E	F	C	E	8	76	1	5014
30808	Collier Blvd.	18th Ave. SW	17th ave SW	20	10	0	0	0	0	2	10	0	0	0	0	0	20	0	0	0	0	0	0	F	F	E	D	F	E	8	70	1	725
31178	Santa Barbara Blvd.	Star Grass Ln.	Coronado Pkwy.	20	10	0	0	0	0	0	10	0	0	0	0	2	0	20	0	0	0	0	0	F	F	E	F	C	E	8	70	1	908
30812	Santa Barbara Blvd.	Hunter Blvd.	Sea Grass Ln.	20	10	0	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	F	F	E	F	C	E	8	70	1	847
34227	Collier Blvd.	20th Pl. SW	18th Ave. SW	20	10	0	0	0	0	2	10	0	0	0	0	0	20	0	0	0	0	0	0	F	F	E	D	F	E	8	70	1	1675
34762	Santa Barbara Blvd.	Green Blvd.	16th Pl. SW	20	10	0	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	F	F	E	F	C	E	8	70	1	433
38367	Santa Barbara Blvd.	Sea Grass Ln.	22nd Pl. SW	20	10	0	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	F	F	E	F	C	E	8	70	1	741
39350	Santa Barbara Blvd.	17th Ave. SW	Cedar Tree Ln.	20	10	0	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	F	F	E	F	C	E	8	70	1	177
40685	Santa Barbara Blvd.	16th Pl. SW	17th Ave. SW	20	10	0	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	F	F	E	F	C	E	8	70	1	472
33537	Green Blvd.	40th Ter. SW	41st Ln. SW	20	10	0	0	0	0	0	10	0	0	0	0	0	0	20	0	0	0	0	0	E	F	C	F	F	E	8	68	1	902
39430	Santa Barbara Blvd.	19th Ct. SW	Hunter Blvd.	20	10	0	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	F	F	E	D	C	D	6	68	1	492
37743	Santa Barbara Blvd.	Painted Leaf Ct.	27th Ct. SW	20	10	0	0	0	0	0	10	0	0	0	0	2	0	20	0	0	0	0	0	F	F	E	D	C	D	6	68	1	679
42326	Collier Blvd.	17th Ave. SW	Green Blvd.	20	10	0	0	0	0	0	10	0	0	0	0	0	20	0	0	0	0	0	0	F	F	E	D	F	E	8	68	1	640
44309	Green Blvd.	Salt Aly	40th Ter. SW	20	10	0	0	0	0	0	10	0	0	0	0	0	0	20	0	0	0	0	0	E	F	C	F	F	E	8	68	1	167
44757	Green Blvd.	Collier Blvd.	Salt Aly	20	10	0	0	0	0	0	10	0	0	0	0	0	0	20	0	0	0	0	0	E	F	C	F	F	E	8	68	1	286
34119	Green Blvd.	Whistlers Green Cir.	Hemingway Ln.	20	0	0	2	0	0	2	10	0	0	0	0	2	0	20	0	0	0	0	5	E	F	C	D	C	D	6	67	1	2270
33538	Green Blvd.	Laurel Ridge Ln.	Santa Barbara Blvd.	20	0	4	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	5	E	F	C	D	C	D	6	67	1	330
41075	Hunter Blvd.	23rd Ct. SW	24th Ave. SW	20	10	0	0	0	0	2	10	0	0	0	4	0	0	0	10	0	0	0	5	E	D	D	D	C	D	6	67	1	312
44101	Hunter Blvd.	24th Ave. SW	Coronado Pkwy.	20	10	0	0	0	0	2	10	0	0	0	4	0	0	0	10	0	0	0	5	E	D	D	D	C	D	6	67	1	351
34206	Green Blvd.	Sunshine Blvd.	Whistlers Green Cir.	20	0	0	0	0	0	2	10	0	0	0	0	2	0	20	0	0	0	0	5	E	F	C	D	C	D	6	65	1	954
32337	Santa Barbara Blvd.	540 ft South of Copper Leaf Ln.	Copper Leaf Ln.	20	0	4	0	0	0	0	10	0	0	0	0	2	0	20	0	0	0	0	0	F	F	E	F	C	E	8	64	1	1057
33772	23rd Ave. SW	49th Ter. SW	50th St. SW	20	10	0	0	10	0	0	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	64	1	562
32767	52nd Ter. SW	25th Ave. SW	27th Ave. SW	20	10	0	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	62	1	627
33972	Green Blvd.	Hemingway Ln.	Laurel Ridge Ln.	20	0	4	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	E	F	C	D	C	D	6	62	1	1370
34193	Green Blvd.	Logan Ct.	Laurel Ridge Ln.	20	0	4	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	E	F	C	D	C	D	6	62	1	249
33977	Hunter Blvd.	54th Ter. SW	55th St. SW	20	10	0	0	0	4	0	10	0	0	0	0	2	0	0	10	0	0	0	0	E	D	D	D	C	D	6	62	1	380
35528	Santa Barbara Blvd.	Coronado Pkwy.	Copper Leaf Ln.	20	0	0	2	0	0	0	10	0	0	0	0	2	0	20	0	0	0	0	0	F	F	E	F	C	E	8	62	1	410
38338	Santa Barbara Blvd.	22nd Pl. SW	Star Grass Ln.	20	10	0	0	0	0	0	0	4	0	0	0	0	0	20	0	0	0	0	0	F	F	E	F	C	E	8	62	1	578
39325	Green Blvd.	Laurel Ridge Ln.	Logan Ct.	20	0	4	0	0	0	2	10	0	0	0	0	0	0	20	0	0	0	0	0	E	F	C	D	C	D	6	62	1	341
33791	Hunter Blvd.	19th Ct. SW	51th St. SW	20	10	0	0	0	4	0	0	4	0	0	0	2	0	0	10	0	0	0	5	E	D	D	D	C	D	6	61	1	1075
38701	45th St. SW	Mystic Aly	Golden Gate Pkwy.	20	0	4	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	F	E	8	61	1	201
33811	Green Blvd.	Heritage Cir.	Sunshine Blvd.	20	0	0	0	0	0	0	10	0	0	0	0	2	0	20	0	0	0	0	0	E	F	C	F	F	E	8	60	1	1244
33769	Hunter Blvd.	55th St. SW	55th Ter. SW	20	10	0	0	0	0	2	10	0	0	0	0	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	58	1	311
33815	Hunter Blvd.	55th Ter. SW	Tropical Way	20	10	0	0	0	0	2	10	0	0	0	0	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	58	1	162
44316	Hunter Blvd.	Tropical Way	Santa Barbara Blvd.	20	10	0	0	0	0	2	10	0	0	0	0	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	58	1	189
41674	Tropicana Blvd.	28th Ave. SW	30th Pl. SW	20	0	0	2	0	0	2	0	0	2	10	0	0	0	0	10	0	0	0	5	E	D	D	D	C	D	6	57	1	1401
32482	Hunter Blvd.	22nd Pl. SW	23rd Ct. SW	20	0	4	0	0	0	2	10	0	0	0	4	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	56	1	828
32372	45th St. SW	23rd Pl. SW	Mystic Aly	20	0	4	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	56	1	164
36057	52nd Ter. SW	Coronado Pkwy.	25th Ave. SW	20	10	0	0	0	0	2	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	56	1	354
34192	Green Blvd.	41st Ln. SW	43rd Ln. SW	20	0	4	0	0	0	0	0	4	0	0	0	0	0	20	0	0	0	0	0	E	F	C	F	F	E	8	56	1	1379
44592	Santa Barbara Blvd.	26th Ave. SW	Painted Leaf Ln.	20	0	4	0	0	0	0	0	4	0	0	0	2	0	20	0	0	0	0	0	F	F	E	D	C	D	6	56	1	263
39069	23rd Ave. SW	42nd St. SW	43rd Ln. SW	20	0	4	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	56	1	1282
39341	55th St. SW	27th Ct. SW	28th Ave. SW	20	10	0	0	0	0	2	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	54	1	146
37852	Santa Barbara Blvd.	German Woods Ct.	South end of bridge	0	0	0	2	10	0	0	10	0	0	0	0	2	0	20	0	0	0	0	0	F	E	E	D	E	E	8	52	1	473
39866	Santa Barbara Blvd.	29th Pl. SW	German Woods Ct.	0	0	0	2	10	0	0	10	0	0	0	0	2	0	20	0	0	0	0	0	F	E	E	D	E	E	8	52	1	108
42360	55th St. SW	27th Ave. SW	27th Pl. SW	20	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	52	1	309
37918	55th St. SW	27th Pl. SW	27th Ct. SW	20	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	52	1	165
44310	Green Blvd.	43rd Ln. SW	Heritage Cir.	20	0	0	2	0	0	0	0	0	2	0	0	0	0	20	0	0	0	0	0	E	F	C	F	F	E	8	52	1	1073
33238	Tropicana Blvd.	31st Pl. SW	32nd Ave. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	5	E	D	D	D	C	D	6	51	1	312
41893	Sunshine Blvd.	16th Pl. SW	17th Ave. SW	20	0	0	0	0	0	0	10	0	0	0	0	2	0	0	10	0	0	0	5	E	D	C	D	C	C	4	51	1	434
32247	55th St. SW	28th Ave. SW	Golden Gate Pkwy.	20	10	0	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	50	1	386
30872	Coronado Pkwy.	Tropical Way	Santa Barbara Blvd.	20	0	0	2	0	0	0	10	0	0	0	0	2	0	0	10	0	0	0	0	E	D	C	F	C	D	6	50	1	183
30951	Coronado Pkwy.	55th St. SW	55th Ter. SW	20	0	0	2	0	0	0	10	0	0	0	0	2	0	0	10	0	0	0	0	E	D	C	F	C	D	6	50	1	311
30971	Coronado Pkwy.	55th Ter. SW	Tropical Way	20	0	0	2	0	0	0	10	0	0	0	0	2	0	0	10	0	0	0	0	E	D	C	F	C	D	6	50	1	165
44773	54th Ter. SW	Hunter Blvd.	20th Pl. SW	20	10	0	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	50	1	355
42259	45th St. SW	23rd Ave. SW	Coral Palms Ln.	20	0	4	0	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	50	1	310
30952	Lucerne Rd.	24th Ave. SW	Coronado Pkwy.	0	10	0	0	10	0	0	10	0	0	0	4	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	49	1	342
30683	54th Ter. SW	20th Pl. SW	21st Ave. SW	20	10	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	48	1	310
34482	45th St. SW	21st Ave. SW	22nd Pl. SW	20	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	48	1	878
34240	45th St. SW	22nd Pl. SW	23rd Ave. SW	20	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	48	1	330
36228	50th St. SW	28th Ave. SW	29th Pl. SW	20	0	4	0	0	0	2	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	48	1	616
34123	Collier Blvd.	Green Blvd.	End of study area	0	10	0	0	0	0	0	10	0	0	0	0	0	20	0	0	0	0	0	0	F	F	E	F	F	E	8	48	1	1
41379	51st Ter. SW	17th Ct. SW	50th Ter. SW	20	0	0	2	10	0	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	48	1	1157
38798	24th Ave. SW	Lucerne Rd.	Lucerne Rd.	0	10	0	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	C	E	8	47	1	911
31282	Tropicana Blvd.	31st Ave. SW	31st Pl. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	46	1	307
30973	55th St. SW	26th Pl. SW	27th Ave. SW	20	10	0	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	46	1	313
34022	Hunter Blvd.	20th Ct. SW	22nd Ave. SW	20	0	0	2	0	0	2	0	0	2	0	4	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	46	1	1055
34086	Hunter Blvd.	22nd Ave. SW	22nd Pl. SW	20	0	0	2	0	0	2	0	0	2	0	4	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	46	1	230
38056	Sunshine Blvd.	Green Blvd.	16th Pl. SW	20	0	0	0	0	0	0	10	0	0	0	0	2	0	0	10	0	0	0	0	E	D	C	D	C	C	4	46	1	416
38433	Hunter Blvd.	19th Ct. SW	20th Ct. SW	20	0	0	2	0	4	0	0	0	2	0	4	0	0	0	10	0	0	0	0	E	D	C	D	C	C	4	46	1	307
37521	24th Ave. SW	50th Ter. SW	Hunter Blvd.	0	10	0	0	0	4	0	10	0	0	0	0	2	0	0	0	2	0	10	0	F	E	E	F	C	E	8	46	1	972
44211	54th Ter. SW	23rd Pl. SW	23rd Ct. SW	20	0	4	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	46	1	321
37609	54th Ter. SW	23rd Ct. SW	24th Ave. SW	20	0	4	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	46	1	312

Golden Gate City Sidewalk(s) Evaluation Scoring Matrix

				Generators												Safety							PLOS									
				Connectivity Benefit	Proximity to Commercial Areas			Proximity to Parks/ Recreation Center/Libraries			Proximity to Collier Area Transit			Proximity to Schools (Safe Routes to Schools)			Type of Adjacent Street					Known Crashes		Visual Ranking	Security Ranking	Crossings Ranking	Continuity Ranking	Directness Ranking	Cumulative PLOS Ranking	Cumulative PLOS Score	Total Segment Score	Assigned Tier	Length (LF)
			Max Points	20	10			10			10			10			20					10		10									
			Proximity Points	20	10	4	2	10	4	2	10	4	2	10	4	2	20	20	10	2	-50	10	5	A=0; B=2; C=4; D=6; E=8; F=10									
Object ID	Street Name	From	To		1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	Major Arterial	Minor Arterial	Collector	Local	Service	1+ Crash	1 Crash										
38908	50th St. SW	29th Pl. SW	29th Pl. SW	20	0	0	2	0	0	2	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	46	1	553
30800	23rd Ct. SW	49th Ter. SW	50th St. SW	0	10	0	0	10	0	0	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	44	1	550
30945	54th Ter. SW	24th Ave. SW	Coronado Pkwy.	20	0	0	2	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	44	1	350
31143	47th Ter. SW	25th Ave. SW	28th Ave. SW	0	10	0	0	0	4	0	10	0	0	0	4	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	43	1	1499
42402	42nd St. SW	18th Pl. SW	19th Ave. SW	20	0	4	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	5	F	E	E	F	F	E	8	43	1	305
32965	28th Ave. SW	54th St. SW	55th St. SW	0	10	0	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	1669
31103	24th Pl. SW	44th St. SW	47th St. SW	0	10	0	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	1725
31144	27th Pl. SW	50th St. SW	Cul-de-sac	0	10	0	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	42	1	1063
34241	48th St. SW	22nd Pl. SW	23rd Ave. SW	0	10	0	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	313
35896	29th Pl. SW	53rd St. SW	54th Ln. SW	0	10	0	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	42	1	824
42054	54th Ter. SW	22nd Ave. SW	23rd Ave. SW	20	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	518
38078	55th Ter. SW	29th Pl. SW	32nd Ave. SW	0	10	0	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	E	E	8	42	1	1455
37046	54th Ter. SW	21st Ave. SW	21st Pl. SW	20	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	309
37658	54th Ter. SW	21st Pl. SW	22nd Ave. SW	20	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	310
38797	Lucerne Rd.	23rd Ct. SW	24th Ave. SW	0	10	0	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	315
39781	53rd St. SW	25th Ave. SW	27th Ave. SW	0	10	0	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	42	1	838
98505	16th Pl. SW	Laurel Ridge Ln.	Santa Barbara Blvd.	0	10	0	0	0	0	2	10	0	0	0	0	0	0	0	0	2	0	10	0	F	E	E	F	C	E	8	42	1	521
37370	23rd Pl. SW	43rd Ln. SW	45th St. SW	0	0	4	0	10	0	0	10	0	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	F	E	8	41	1	1000
41859	52nd St. SW	28th Pl. SW	30th Ave. SW	0	0	4	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	5	F	E	E	F	E	E	8	41	1	304
31343	Tropicana Blvd.	30th Pl. SW	31st Ave. SW	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	10	0	0	0	0	E	D	D	D	C	D	6	40	1	382
30715	45th St. SW	Sunset Rd.	21st Ave. SW	20	0	0	2	0	4	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	40	1	1030
32768	26th Ave. SW	55th St. SW	55th Ter. SW	20	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	311
31395	43rd St. SW	30th Ave. SW	31st Pl. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	889
31487	31st Ave. SW	44th St. SW	44th Ter. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	310
31263	44th Ter. SW	30th Pl. SW	31st Ave. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	309
35654	29th Pl. SW	43rd St. SW	44th St. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	381
33394	43rd St. SW	31st Pl. SW	32nd Ave. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	291
38157	27th Pl. SW	54th St. SW	55th St. SW	0	10	0	0	0	0	0	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	1457
37614	55th St. SW	26th Ave. SW	26th Pl. SW	20	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	308
38642	54th Ter. SW	23rd Ave. SW	23rd Pl. SW	20	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	298
39890	26th Ave. SW	55th Ter. SW	Tropical Way	20	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	168
44216	26th Ave. SW	Tropical Way	Santa Barbara Blvd.	20	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	212
44132	31st Ave. SW	44th Ter. SW	45th St. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	897
38745	30th Pl. SW	49th Ln. SW	50th St. SW	20	0	0	2	0	0	2	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	40	1	300
38742	44th Ter. SW	30th Ave. SW	30th Pl. SW	20	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	40	1	312
37718	41st Ter. SW	22nd Ave. SW	23rd Pl. SW	0	10	0	0	10	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	40	1	929
34460	55th St. SW	19th Pl. SW	Hunter Blvd.	0	10	0	0	0	4	0	10	0	0	0	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	39	2	354
38796	24th Ave. SW	Hunter Blvd.	52nd Ter. SW	0	10	0	0	0	0	2	10	0	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	C	E	8	39	2	351
30729	54th Ter. SW	30th Ave. SW	31st Pl. SW	0	0	4	0	10	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	38	2	858
30802	54th St. SW	30th Ave. SW	31st Pl. SW	0	0	4	0	10	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	38	2	925
34197	19th Pl. SW	19th Ct. SW	55th St. SW	0	10	0	0	0	4	0	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	38	2	1706
34708	22nd Ave. SW	48th St. SW	50th St. SW	0	0	4	0	10	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	38	2	1018
33792	50th St. SW	22nd Pl. SW	23rd Ave. SW	0	0	4	0	10	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	38	2	309
34707	48th St. SW	21st Pl. SW	22nd Ave. SW	0	0	4	0	10	0	0	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	38	2	379
34014	19th Ave. SW	42nd St. SW	44th St. SW	20	0	4	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	38	2	1036
38441	22nd Pl. SW	48th St. SW	50th St. SW	0	0	4	0	10	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	38	2	1044
39274	19th Ave. SW	44th St. SW	45th St. SW	20	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	38	2	937
41839	30th Pl. SW	49th St. SW	49th Ln. SW	20	0	0	2	0	0	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	38	2	313
30757	55th Ter. SW	22nd Pl. SW	Coronado Pkwy.	0	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	C	E	8	37	2	1484
38769	18th Ct. SW	48th St. SW	49th St. SW	0	0	0	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	37	2	309
30739	42nd St. SW	Golden Gate Pkwy.	25th Ave. SW	0	10	0	0	0	4	0	10	0	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	C	E	8	36	2	597
30875	31st Pl. SW	54th St. SW	54th Ter. SW	0	0	0	2	10	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	36	2	313
33814	19th Ave. SW	54th St. SW	51th Ter. SW	0	10	0	0	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	36	2	309
34435	16th Pl. SW	Hemingway Cir.	Laurel Ridge Ln.	0	10	0	0	0	4	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	36	2	2442
35798	25th Ave. SW	53rd St. SW	53rd Ter. SW	0	10	0	0	0	0	2	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	36	2	311
35046	25th Ave. SW	52nd Ter. SW	53rd St. SW	0	10	0	0	0	0	2	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	36	2	311
39033	21st Pl. SW	48th St. SW	48th St. SW	0	0	0	2	0	4	0	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	36	2	1067
44529	28th Ave. SW	50th Ter. SW	51st St. SW	0	10	0	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	36	2	645
36967	48th St. SW	21st Ave. SW	21st Pl. SW	0	0	0	2	0	4	0	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	36	2	311
38858	30th Pl. SW	48th Ter. SW	49th St. SW	20	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	36	2	308
38445	50th Ter. SW	28th Ave. SW	28th Pl. SW	0	10	0	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	36	2	361
39119	28th Ave. SW	50th St. SW	50th Ter. SW	0	10	0	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	36	2	308
38856	54th St. SW	17th Ave. SW	18th Ct. SW	0	0	4	0	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	C	E	8	36	2	20
44210	51st Ter. SW	22nd Ave. SW	23rd Ct. SW	0	0	4	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	35	2	906
38768	18th Ct. SW	Sunshine Blvd.	48th St. SW	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	35	2	1062
30972	27th Ave. SW	54th St. SW	55th St. SW	0	10	0	0	0	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	35	2	353
31342	31st Ave. SW	45th St. SW	47th St. SW	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	1246
30861	31st Pl. SW	53rd St. SW	54th St. SW	0	0	0	2	10	0	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	34	2	589
30941	21st Ave. SW	48th St. SW	49th Ter. SW	0	0	0	2	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	309
30773	48th St. SW	20th Pl. SW	21st Ave. SW	0	0	0	2	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	792
30719	54th St. SW	27th Pl. SW	28th Ave. SW	0	0	4	0	0	0	0	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	310
36377	29th Pl. SW	41st Ter. SW	43rd St. SW	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	294
36655	43rd St. SW	29th Pl. SW	30th Ave. SW	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	929
34235	54th Ter. SW	17th Ave. SW	19th Ave. SW	0	10	0	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	311
34410	41st Ter. SW	20th Pl. SW	22nd Ave. SW	0	10	0	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	34	2	1192
34237	19th Ct. SW	55th St. SW	55th Ter. SW	0	10	0	0	0	4	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	1155
34226	55th St. SW	17th Ave. SW	19th Ct. SW	0	10	0	0	0	4	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	306
34130	20th Pl. SW	41st St. SW	41st Ter. SW	0	10	0	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	34	2	1458
34018	20th Pl. SW	41st Ter. SW	Canal	0	10	0	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	34	2	329
37703	24th Ave. SW	52nd Ter. SW	54th Ter. SW	0	10	0	0	0	0	2	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	134
39086	52nd Ter. SW	23rd Ct. SW	24th Ave. SW	0	10	0	0	0	0	2	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	1283

Golden Gate City Sidewalk(s) Evaluation Scoring Matrix

				Generators												Safety							PLOS									
				Connectivity Benefit	Proximity to Commercial Areas			Proximity to Parks/ Recreation Center/Libraries			Proximity to Collier Area Transit			Proximity to Schools (Safe Routes to Schools)			Type of Adjacent Street					Known Crashes		Visual Ranking	Security Ranking	Crossings Ranking	Continuity Ranking	Directness Ranking	Cumulative PLOS Ranking	Cumulative PLOS Score	Total Segment Score	Assigned Tier	Length (LF)
			Max Points	20	10			10			10			10			20					10		10									
			Proximity Points	20	10	4	2	10	4	2	10	4	2	10	4	2	20	20	10	2	-50	10	5	A=0; B=2; C=4; D=6; E=8; F=10									
Object ID	Street Name	From	To		1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	Major Arterial	Minor Arterial	Collector	Local	Service	1+ Crash	1 Crash										
39602	53rd Ter. SW	25th Ave. SW	27th Ave. SW	0	0	4	0	0	0	0	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	310
41863	30th Pl. SW	Tropicana Blvd.	48th Ter. SW	20	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	34	2	1048
37313	54th St. SW	27th Ave. SW	27th Pl. SW	0	0	4	0	0	0	0	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	356
38571	55th St. SW	19th Ct. SW	19th Pl. SW	0	10	0	0	0	4	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	311
40396	17th Ave. SW	Canal	55th St. SW	0	10	0	0	0	4	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	149
40789	17th Ave. SW	55th St. SW	55th Ter. SW	0	10	0	0	0	4	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	34	2	124
33982	51st Ter. SW	20th Ct. SW	22nd Ave. SW	0	0	0	2	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	34	2	313
32665	29th Pl. SW	41st St. SW	41st Ter. SW	20	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	33	2	1356
32375	47th St. SW	25th Ct. SW	26th Pl. SW	0	0	4	0	0	4	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	291
32826	23rd Ct. SW	50th St. SW	50th Ter. SW	0	0	4	0	10	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	533
31281	52nd St. SW	30th Ave. SW	31st Ave. SW	0	0	4	0	0	4	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	32	2	378
34040	18th Ct. SW	49th St. SW	19th Pl. SW	0	0	0	0	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1427
38639	48th St. SW	22nd Ave. SW	22nd Pl. SW	0	0	4	0	10	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1270
44102	55th St. SW	22nd Pl. SW	Coronado Pkwy.	0	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	307
39506	55th Ter. SW	26th Ave. SW	27th Ct. SW	0	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1481
36749	27th Ct. SW	55th Ter. SW	Tropical Way	0	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1092
37048	27th Ct. SW	55th St. SW	55th Ter. SW	0	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	171
44716	27th Ct. SW	Tropical Way	Santa Barbara Blvd.	0	10	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	308
42929	51st St. SW	22nd Ave. SW	23rd Ct. SW	0	0	4	0	0	4	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	225
44215	25th Ct. SW	45th St. SW	47th St. SW	0	0	4	0	0	4	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1063
37523	50th St. SW	23rd Ave. SW	23rd Ct. SW	0	0	4	0	10	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1258
40034	50th St. SW	22nd Ave. SW	22nd Pl. SW	0	0	4	0	0	4	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	438
38317	55th Ter. SW	17th Ave. SW	19th Ct. SW	0	10	0	0	0	0	2	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	312
40033	55th Ter. SW	Hunter Blvd.	22nd Pl. SW	0	10	0	0	0	0	2	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1462
44323	55th St. SW	Hunter Blvd.	22nd Pl. SW	0	10	0	0	0	0	2	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1593
38478	17th Ave. SW	Tropical Way	Santa Barbara Blvd.	0	10	0	0	0	0	2	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	1597
42279	17th Ave. SW	55th Ter. SW	Tropical Way	0	10	0	0	0	0	2	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	32	2	183
32378	28th Pl. SW	50th Ter. SW	51st St. SW	0	0	4	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	32	2	52
32483	23rd Ct. SW	51st Ter. SW	Hunter Blvd.	0	0	4	0	0	0	2	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	30	2	604
35452	53rd Ln. SW	17th Pl. SW	18th Ave. SW	0	0	4	0	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	30	2	351
33998	22nd Pl. SW	45th St. SW	45th Ter. SW	0	0	4	0	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	30	2	309
36654	50th Ter. SW	28th Pl. SW	28th Pl. SW	0	0	4	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	30	2	309
41452	22nd Pl. SW	46th St. SW	46th Ter. SW	0	0	4	0	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	30	2	678
42702	31st Pl. SW	54th Ter. SW	54th Ln. SW	0	0	0	2	10	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	30	2	311
37704	26th Ave. SW	45th St. SW	45th St. SW	0	0	4	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	30	2	308
39049	30th Ave. SW	54th St. SW	54th Ter. SW	0	0	4	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	30	2	768
39818	30th Ave. SW	53rd St. SW	54th St. SW	0	0	4	0	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	30	2	313
38313	16th Pl. SW	40th Ter. SW	41st St. SW	0	10	0	0	0	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	30	2	307
36013	18th Pl. SW	46th Ter. SW	Sunshine Blvd.	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	2	0	0	5	F	E	E	F	F	E	8	30	2	331
38273	42nd Ter. SW	23rd Pl. SW	Mystic Aly	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	5	F	E	E	F	F	E	8	29	2	354
30883	51st St. SW	20th Ct. SW	20th Pl. SW	0	0	0	2	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	29	2	167
30809	17th Ct. SW	51st Ter. SW	52nd St. SW	0	0	0	2	10	0	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	972
30735	52nd St. SW	17th Ave. SW	17th Ct. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	308
32334	23rd Ct. SW	52nd Ter. SW	54th Ter. SW	0	0	4	0	0	0	2	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	450
30701	17th Pl. SW	52nd Ter. SW	53rd Ln. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	1286
32242	45th St. SW	25th Ct. SW	26th Ave. SW	0	0	0	2	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	896
30899	31st Pl. SW	52nd St. SW	52nd Ter. SW	0	0	0	2	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	28	2	297
30754	49th Ter. SW	20th Pl. SW	21st Ave. SW	0	0	0	2	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	310
32643	54th St. SW	26th Pl. SW	27th Ave. SW	0	0	4	0	0	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	302
35455	25th Ave. SW	53rd Ter. SW	54th Ter. SW	0	0	4	0	0	0	0	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	297
35795	52nd Ter. SW	17th Pl. SW	18th Ave. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	636
34129	19th Ave. SW	52nd St. SW	54th St. SW	0	0	4	0	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	310
33975	54th St. SW	18th Ct. SW	19th Ave. SW	0	0	4	0	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	985
36730	50th St. SW	20th Pl. SW	21st Pl. SW	0	0	0	2	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	311
35124	25th Ct. SW	44th Ter. SW	45th St. SW	0	0	0	2	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	493
34021	22nd Ave. SW	41st St. SW	41st Ter. SW	0	10	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	308
34238	20th Pl. SW	42nd St. SW	End	0	0	4	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	330
37707	26th Pl. SW	54th St. SW	55th St. SW	0	0	4	0	0	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	133
40503	19th Ave. SW	19th Ct. SW	52nd St. SW	0	0	0	2	10	0	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	1051
38431	20th Ave. SW	46th St. SW	46th Ter. SW	0	0	0	2	0	0	2	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	304
40400	20th Pl. SW	19th Ct. SW	54th Ter. SW	0	10	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	446
41019	44th Ter. SW	Sunset Rd.	22nd Pl. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	822
41119	18th Ct. SW	53rd Ln. SW	54th St. SW	0	0	4	0	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	1657
40395	17th Ave. SW	52nd St. SW	52nd Ter. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	310
38477	17th Ave. SW	52nd Ter. SW	53rd Ln. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	311
39868	32nd Ave. SW	55th Ter. SW	End	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	E	E	8	28	2	896
41489	44th Ter. SW	22nd Pl. SW	23rd Ave. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	E	E	E	F	F	E	8	28	2	226
41849	52nd Ter. SW	17th Ave. SW	17th Pl. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	309
44097	53rd Ln. SW	17th Ave. SW	17th Pl. SW	0	0	0	2	10	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	309
37749	54th St. SW	26th Ave. SW	26th Pl. SW	0	0	4	0	0	0	0	0	4	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	311
41985	31st Ave. SW	50th Ln. SW	52nd St. SW	0	0	0	2	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	28	2	296
44315	19th Ct. SW	46th Ter. SW	46th Ter. SW	0	0	0	2	0	0	2	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	616
38800	45th St. SW	26th Ave. SW	26th Pl. SW	0	0	4	0	0	0	2	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	241
41936	52nd St. SW	31st Ave. SW	31st Pl. SW	0	0	0	2	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	28	2	287
38366	22nd Pl. SW	42nd St. SW	43rd Ln. SW	0	0	4	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	311
41915	42nd St. SW	22nd Ave. SW	22nd Pl. SW	0	0	4	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	1282
38816	42nd St. SW	23rd Ave. SW	23rd Pl. SW	0	0	4	0	0	4	0	10	0	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	311
40010	41st St. SW	19th Ct. SW	20th Ave. SW	0	10	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	310
40790	41st Ter. SW	19th Ct. SW	20th Ave. SW	0	10	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	538
40788	17th Ave. SW	53rd Ln. SW	54th St. SW	0	0	4	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	28	2	535
44699	20th Ave. SW	41st St. SW	41st Ter. SW	0	10	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	28	2	311

Golden Gate City Sidewalk(s) Evaluation Scoring Matrix

				Generators												Safety							PLOS									
			Connectivity Benefit	Proximity to Commercial Areas			Proximity to Parks/ Recreation Center/Libraries			Proximity to Collier Area Transit			Proximity to Schools (Safe Routes to Schools)			Type of Adjacent Street					Known Crashes		Visual Ranking	Security Ranking	Crossings Ranking	Continuity Ranking	Directness Ranking	Cumulative PLOS Ranking	Cumulative PLOS Score	Total Segment Score	Assigned Tier	Length (LF)
			Max Points	20	10			10			10			10			20					10		10									
			Proximity Points	20	10	4	2	10	4	2	10	4	2	10	4	2	20	20	10	2	-50	10	5	A=0; B=2; C=4; D=6; E=8; F=10									
Object ID	Street Name	From	To		1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	Major Arterial	Minor Arterial	Collector	Local	Service	1+ Crash	1 Crash										
38507	20th Ct. SW	51st Ter. SW	Hunter Blvd.	0	0	0	2	0	4	0	0	0	2	0	4	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	28	2	299
30656	31st Pl. SW	50th St. SW	52nd St. SW	0	0	0	0	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	27	3	351
32414	23rd Ct. SW	50th Ter. SW	51st St. SW	0	0	4	0	0	4	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	26	3	1200
35514	18th Ave. SW	52nd Ter. SW	53rd Ln. SW	0	0	4	0	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	E	E	E	F	C	D	6	26	3	309
34196	52nd St. SW	17th Ct. SW	18th Ct. SW	0	0	0	2	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	26	3	892
34211	52nd St. SW	18th Ct. SW	19th Ave. SW	0	0	0	2	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	26	3	898
35373	29th Pl. SW	50th St. SW	50th Ter. SW	0	0	0	2	0	0	2	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	26	3	301
36567	28th Ave. SW	47th Ter. SW	Tropicana Blvd.	0	0	0	2	0	0	2	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	26	3	289
34228	20th Ave. SW	42nd St. SW	Sunset Rd.	0	0	4	0	10	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	352
34703	42nd St. SW	20th Ave. SW	20th Pl. SW	0	0	4	0	10	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	1389
34045	22nd Ave. SW	43rd Ter. SW	43rd Ln. SW	0	0	0	2	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	310
38480	49th Ter. SW	19th Ave. SW	20th Pl. SW	0	0	0	2	0	0	2	0	4	0	10	0	0	0	0	0	2	0	0	0	E	E	E	F	C	D	6	26	3	310
38429	19th Pl. SW	46th St. SW	46th Ter. SW	0	0	0	0	0	0	2	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	999
38588	18th Ct. SW	52nd Ter. SW	53rd Ln. SW	0	0	4	0	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	E	E	E	F	C	D	6	26	3	734
42138	18th Ct. SW	52nd St. SW	52nd St. SW	0	0	0	2	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	26	3	587
38735	53rd Ln. SW	18th Ave. SW	18th Ct. SW	0	0	4	0	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	E	E	E	F	C	D	6	26	3	298
38907	49th St. SW	28th Ct. SW	30th Pl. SW	0	0	0	2	0	0	2	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	26	3	299
39169	52nd St. SW	31st Pl. SW	32nd Ave. SW	0	0	0	0	0	4	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	26	3	887
42000	23rd Ct. SW	51st St. SW	51st Ter. SW	0	0	4	0	0	4	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	26	3	310
42173	41st St. SW	18th Ave. SW	19th Ct. SW	0	10	0	0	0	0	2	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	312
42631	44th St. SW	20th Ave. SW	22nd Pl. SW	0	0	0	2	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	749
38319	42nd St. SW	19th Pl. SW	20th Ave. SW	0	0	4	0	10	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	1430
42041	20th Pl. SW	42nd St. SW	43rd Ln. SW	0	0	4	0	10	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	315
40143	42nd St. SW	20th Pl. SW	21st Ave. SW	0	0	4	0	10	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	1127
38736	19th Ct. SW	41st St. SW	41st Ter. SW	0	10	0	0	0	0	2	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	311
39044	19th Ct. SW	40th Ter. SW	41st St. SW	0	10	0	0	0	0	2	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	302
39596	41st St. SW	16th Pl. SW	18th Ave. SW	0	10	0	0	0	0	2	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	26	3	332
38335	22nd Pl. SW	44th St. SW	44th Ter. SW	0	0	0	2	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	E	E	E	F	F	E	8	26	3	956
40743	22nd Pl. SW	43rd Ln. SW	44th St. SW	0	0	0	2	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	E	E	E	F	F	E	8	26	3	311
31171	31st Pl. SW	45th St. SW	Tropicana Blvd.	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	26	3	63
33469	45th St. SW	31st Pl. SW	32nd Ave. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	25	3	1321
42010	31st Pl. SW	44th St. SW	45th St. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	25	3	310
32794	52nd Ter. SW	23rd Pl. SW	23rd Ct. SW	0	0	4	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	25	3	1205
32336	25th Ct. SW	55th St. SW	55th Ter. SW	0	0	0	2	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	309
33320	55th St. SW	Coronado Pkwy.	25th Ct. SW	0	0	0	2	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	298
30740	25th Ave. SW	42nd St. SW	42nd Ter. SW	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	755
30814	42nd Ter. SW	Golden Gate Pkwy.	25th Ave. SW	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	284
31125	43rd St. SW	Golden Gate Pkwy.	25th Ave. SW	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	597
32564	55th Ter. SW	Coronado Pkwy.	25th Ct. SW	0	0	0	2	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	582
35121	18th Pl. SW	46th St. SW	46th Ter. SW	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	24	3	769
34772	45th Ter. SW	21st Ave. SW	22nd Pl. SW	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	24	3	310
34024	46th St. SW	21st Ave. SW	22nd Pl. SW	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	24	3	947
34087	22nd Pl. SW	45th Ter. SW	46th St. SW	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	24	3	1011
35518	54th Ter. SW	Coronado Pkwy.	Coronado Pkwy.	0	0	0	2	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	311
39436	23rd Pl. SW	52nd Ter. SW	54th Ter. SW	0	0	4	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	348
41399	52nd Ter. SW	18th Ave. SW	18th Ct. SW	0	0	0	2	10	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	E	E	E	F	C	D	6	24	3	1286
38058	17th Ave. SW	49th St. SW	50th Ter. SW	0	0	0	0	0	0	0	2	10	0	0	0	0	2	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	564
39090	55th Ter. SW	25th Ct. SW	25th Pl. SW	0	0	0	2	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	956
37520	42nd Ter. SW	Mystic Aly	Golden Gate Pkwy.	0	0	4	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	24	3	382
40139	17th Ave. SW	48th St. SW	49th St. SW	0	0	0	0	0	0	2	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	197
38687	48th Ter. SW	28th Ct. SW	30th Pl. SW	0	0	0	2	0	0	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	24	3	310
41675	49th Ln. SW	28th Ct. SW	30th Pl. SW	0	0	0	2	0	0	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	24	3	880
44653	52nd Ter. SW	23rd Ave. SW	23rd Pl. SW	0	0	4	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	898
44218	51st St. SW	28th Ave. SW	28th Pl. SW	0	0	4	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	24	3	311
40006	16th Pl. SW	41st St. SW	41st Ln. SW	0	10	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	24	3	296
40032	22nd Pl. SW	55th St. SW	55th Ter. SW	0	10	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	570
40408	22nd Pl. SW	55th Ter. SW	Tropical Way	0	10	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	309
41018	22nd Pl. SW	Tropical Way	Santa Barbara Blvd.	0	10	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	24	3	167
35083	42nd St. SW	17th Ave. SW	18th Pl. SW	0	0	4	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	5	F	E	E	F	F	E	8	24	3	17
30850	51st St. SW	17th Ave. SW	17th Ct. SW	0	0	0	0	0	4	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	23	3	888
30907	45th Ter. SW	19th Pl. SW	21st Ave. SW	0	0	0	2	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	22	3	449
30665	21st Ave. SW	45th Ter. SW	21st Ave. SW	0	0	0	2	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	22	3	841
31122	21st Ave. SW	45th Ter. SW	46th St. SW	0	0	0	2	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	22	3	309
31102	25th Ave. SW	42nd Ter. SW	43rd St. SW	0	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	310
34046	22nd Ave. SW	54th St. SW	54th Ter. SW	0	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	302
34463	42nd St. SW	22nd Pl. SW	23rd Ave. SW	0	0	4	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	22	3	337
38479	20th Ct. SW	51st St. SW	51st St. SW	0	0	0	2	0	4	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	310
42110	20th Ct. SW	51st St. SW	51st Ter. SW	0	0	0	2	0	4	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	311
38523	23rd Ave. SW	52nd Ter. SW	52nd Ln. SW	0	0	0	2	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	310
42486	26th Ave. SW	54th St. SW	55th St. SW	0	0	4	0	0	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	311
39782	25th Pl. SW	54th St. SW	55th Ter. SW	0	0	4	0	0	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	902
37892	21st Pl. SW	53rd St. SW	54th Ter. SW	0	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	1198
39960	21st Ave. SW	21st Pl. SW	54th Ter. SW	0	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	590
41166	54th St. SW	22nd Ave. SW	23rd Ave. SW	0	0	4	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	814
40684	17th Ave. SW	51st St. SW	52nd St. SW	0	0	0	2	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	458
38482	19th Ct. SW	Hunter Blvd.	20th Pl. SW	0	0	4	0	0	4	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	617
40008	16th Pl. SW	Jefferson Ln.	End	0	0	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	22	3	353
38314	16th Pl. SW	Jefferson Ln.	Sunshine Blvd.	0	0	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	22	3	916
40009	17th Ave. SW	Sunshine Blvd.	48th St. SW	0	0	0	0	0	0	0	10	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	105
38442	52nd Ter. SW	22nd Pl. SW	23rd Ave. SW	0	0	0	2	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	356
38059	51st St. SW	17th Ct. SW	50th Ter SW	0	0	0	2	0	4	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	207

Golden Gate City Sidewalk(s) Evaluation Scoring Matrix

				Generators												Safety							PLOS									
				Connectivity Benefit	Proximity to Commercial Areas			Proximity to Parks/ Recreation Center/Libraries			Proximity to Collier Area Transit			Proximity to Schools (Safe Routes to Schools)			Type of Adjacent Street					Known Crashes		Visual Ranking	Security Ranking	Crossings Ranking	Continuity Ranking	Directness Ranking	Cumulative PLOS Ranking	Cumulative PLOS Score	Total Segment Score	Assigned Tier	Length (LF)
			Max Points	20	10			10			10			10			20					10		10									
			Proximity Points	20	10	4	2	10	4	2	10	4	2	10	4	2	20	20	10	2	-50	10	5	A=0; B=2; C=4; D=6; E=8; F=10									
Object ID	Street Name	From	To		1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	Major Arterial	Minor Arterial	Collector	Local	Service	1+ Crash	1 Crash										
37611	54th St. SW	25th Pl. SW	26th Ave. SW	0	0	4	0	0	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	1372
44106	28th Ave. SW	44th St. SW	44th Ter. SW	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	341
38129	28th Ave. SW	44th Ter. SW	46th St. SW	0	0	0	2	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	308
38503	17th Ave. SW	54th St. SW	54th Ter. SW	0	0	4	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	927
38504	17th Ave. SW	54th Ter. SW	Canal	0	0	4	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	309
31315	41st Ter. SW	30th Ave. SW	31st Pl. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	22	3	70
31248	31st Ave. SW	50th Ln. SW	50th St. SW	0	0	0	2	0	0	2	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	20	3	891
30939	50th Ter. SW	17th Ave. SW	17th Pl. SW	0	0	0	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	582
30789	20th Pl. SW	21st Pl. SW	19th Ct. SW	0	0	4	0	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	310
32243	55th Ter. SW	25th Pl. SW	26th Ave. SW	0	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	211
31432	42nd Ter. SW	30th Ave. SW	31st Pl. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	309
30772	50th Ter. SW	17th Pl. SW	18th Ave. SW	0	0	0	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	890
31449	50th Ln. SW	31st Ave. SW	End	0	0	0	2	0	0	2	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	20	3	290
30786	17th Pl. SW	49th St. SW	50th Ter. SW	0	0	0	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	410
30844	32nd Ave. SW	41st St. SW	End	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	960
30845	41st St. SW	31st Pl. SW	32nd Ave. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	285
31307	31st Pl. SW	42nd Ter. SW	43rd St. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	309
31416	31st Pl. SW	41st Ter. SW	42nd St. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	311
31417	31st Pl. SW	42nd St. SW	42nd Ter. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	309
32832	28th Pl. SW	44th Ter. SW	46th St. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	311
30771	41st Ter. SW	17th Ave. SW	18th Ave. SW	0	0	4	0	0	0	2	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	20	3	1032
34481	52nd Ter. SW	21st Pl. SW	22nd Pl. SW	0	0	0	2	0	0	2	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	518
34041	18th Ave. SW	44th Ter. SW	Sunset Rd.	0	0	0	2	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	20	3	1074
34232	22nd Pl. SW	Hunter Blvd.	52nd Ter. SW	0	0	0	2	0	0	2	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	1117
33852	32nd Ave. SW	41st St. SW	43rd St. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	357
34212	19th Pl. SW	42nd St. SW	44th Ter. SW	0	0	4	0	0	4	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	20	3	1230
39202	42nd St. SW	30th Ave. SW	31st Pl. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	1621
42617	41st St. SW	29th Pl. SW	31st Pl. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	889
41351	23rd Ave. SW	53rd St. SW	54th St. SW	0	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	1189
39351	46th St. SW	19th Pl. SW	20th Ave. SW	0	0	0	2	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	20	3	342
40027	46th St. SW	20th Ave. SW	21st Ave. SW	0	0	0	2	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	20	3	625
38316	17th Ave. SW	51st St. SW	End	0	0	0	0	0	4	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	304
42053	23rd Ave. SW	54th St. SW	54th Ter. SW	0	0	4	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	132
39887	18th Ave. SW	49th St. SW	50th Ter. SW	0	0	0	0	0	0	2	0	4	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	333
41476	47th Ter. SW	28th Ave. SW	30th Pl. SW	0	0	0	2	0	0	2	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	952
42285	17th Ct. SW	51st St. SW	51st Ter. SW	0	0	0	0	0	4	0	0	0	2	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	1447
37894	44th Ter. SW	28th Ave. SW	28th Pl. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	310
39050	30th Pl. SW	44th Ter. SW	46th St. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	308
40075	31st Pl. SW	41st St. SW	41st Ter. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	1175
44217	44th Ter. SW	28th Pl. SW	29th Ave. SW	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	20	3	311
38057	17th Ave. SW	41st Ter. SW	41st Ter. SW	0	0	4	0	0	0	2	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	20	3	309
39829	45th St. SW	31st Ave. SW	31st Pl. SW	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	5	F	E	E	F	C	E	8	20	3	276
33016	50th St. SW	31st Ave. SW	31st Pl. SW	0	0	0	2	0	0	2	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	19	3	311
31477	19th Pl. SW	45th Ter. SW	46th St. SW	0	0	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	287
30775	21st Pl. SW	52nd Ter. SW	21st Ave. SW	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	18	3	325
34405	17th Ct. SW	18th Pl. SW	Sunset Rd.	0	0	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	3402
36236	45th Ter. SW	17th Ave. SW	18th Pl. SW	0	0	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	458
42400	17th Ct. SW	45th St. SW	18th Pl. SW	0	0	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	861
38337	53rd St. SW	21st Pl. SW	23rd Ave. SW	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	18	3	310
38524	23rd Ave. SW	52nd Ln. SW	53rd St. SW	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	18	3	738
39958	17th Ave. SW	43rd Ter. SW	45th St. SW	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	309
40745	52nd Ln. SW	21st Pl. SW	23rd Ave. SW	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	18	3	1299
41961	17th Ct. SW	44th Ter. SW	45th St. SW	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	1010
42208	17th Pl. SW	44th Ter. SW	45th St. SW	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	579
41097	18th Pl. SW	17th Ct. SW	17th Ct. SW	0	0	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	620
41727	18th Pl. SW	45th Ter. SW	46th St. SW	0	0	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	323
44723	17th Ave. SW	50th Ter. SW	Canal	0	0	0	0	0	0	2	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	18	3	377
38216	16th Pl. SW	41st Ln. SW	Washington Ln.	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	127
40017	17th Ave. SW	42nd St. SW	42nd Ter. SW	0	0	4	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	151
38473	41st Ln. SW	Green Blvd.	Atoll Ct.	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	310
40136	41st Ln. SW	Atoll Ct.	16th Pl. SW	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	198
30678	43rd Ter. SW	17th Ave. SW	17th Pl. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	18	3	8
30732	17th Pl. SW	43rd Ter. SW	44th Ter. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	309
30881	44th Ter. SW	17th Pl. SW	17th Ct. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	682
30882	43rd Ter. SW	17th Pl. SW	18th Ave. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	227
36338	45th St. SW	17th Pl. SW	17th Ct. SW	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	337
34127	44th St. SW	18th Pl. SW	19th Ave. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	601
35429	43rd St. SW	17th Ave. SW	18th Pl. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	309
35517	43rd Ter. SW	18th Ave. SW	18th Pl. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	894
35997	18th Ave. SW	43rd Ter. SW	44th Ter. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	297
36337	44th Ter. SW	17th Ct. SW	18th Ave. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	541
36339	42nd Ter. SW	17th Ave. SW	18th Pl. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	310
38761	17th Ave. SW	45th St. SW	45th Ter. SW	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	887
44639	45th Ter. SW	18th Pl. SW	19th Pl. SW	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	311
44624	50th St. SW	31st Pl. SW	32nd Ave. SW	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	E	E	8	16	3	334
39422	17th Ave. SW	43rd St. SW	43rd Ter. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	306
40138	17th Ave. SW	42nd Ter. SW	43rd St. SW	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	310
41892	16th Pl. SW	Washington Ln.	43rd Ln. SW	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	310
30751	45th St. SW	17th Ave. SW	17th Pl. SW	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	0	0	F	E	E	F	F	E	8	16	3	56
35822	30th Ave. SW	42nd St. SW	42nd Ter. SW	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	14	3	310
36894	30th Ave. SW	42nd Ter. SW	43rd St. SW	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	14	3	308

Golden Gate City Sidewalk(s) Evaluation Scoring Matrix

				Connectivity Benefit	Generators												Safety							PLOS									
					Proximity to Commercial Areas				Proximity to Parks/ Recreation Center/Libraries			Proximity to Collier Area Transit			Proximity to Schools (Safe Routes to Schools)			Type of Adjacent Street					Known Crashes		Visual Ranking	Security Ranking	Crossings Ranking	Continuity Ranking	Directness Ranking	Cumulative PLOS Ranking	Cumulative PLOS Score	Total Segment Score	Assigned Tier	Length (LF)
			Max Points	20	10				10			10			10			20					10		10								
			Proximity Points	20	10	4	2		10	4	2	10	4	2	10	4	2	20	20	10	2	-50	10	5	A=0; B=2; C=4; D=6; E=8; F=10								
Object ID	Street Name	From	To		1/8 mile	1/4 mile	1/2 mile		1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	1/8 mile	1/4 mile	1/2 mile	Major Arterial	Minor Arterial	Collector	Local	Service	1+ Crash	1 Crash										
38834	30th Pl. SW	47th Ter. SW	Tropicana Blvd.	0	0	0	0		0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	F	E	E	F	C	E	8	14	3	310
40016	43rd Ln. SW	Green Blvd.	Atoll Ct.	0	0	0	2		0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	14	3	339
40786	43rd Ln. SW	Atoll Ct.	16th Pl. SW	0	0	0	2		0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	F	E	E	F	F	E	8	14	3	204
37218	30th Ave. SW	41st Ter. SW	42nd St. SW	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	14	3	193
42157	41st Ter. SW	29th Pl. SW	30th Ave. SW	0	0	0	0		0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	F	E	E	F	C	E	8	12	3	314