Collier MPO/ Bayshore Gateway Triangle CRA/ Bayshore Beautification MSTU

Connecting Our Neighborhoods

Walkable Community Study

Prepared for:

Collier Metropolitan Planning Organization
www.colliermpo.com

Bayshore Gateway Triangle Community Redevelopment Agency
www.colliercra.com

Bayshore Beautification Municipal Service Taxing Unit

Prepared by:

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Executive Summary

Introduction

At the request of the Bayshore Beautification Municipal Service Taxing Unit (MSTU) and Bayshore Gateway Triangle Redevelopment Agency (CRA), staff explored bicycle and pedestrian mobility issues and overall walkability of both jurisdictions, hereafter referred to as the area. This included a desk audit of the area, and a complete field study of the area. As a result of the field study staff separated the area into two distinct neighborhoods, the Bayshore neighborhood and the Gateway Triangle neighborhood. This created a more efficient evaluation of walkability in each neighborhood.

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

This study will help in the enhancement of our bicycle and pedestrian programs by creating an inventory of all of the bicycle and pedestrian facilities in each neighborhood. This study analyzed the layout and design of each neighborhood for walkability. The purpose of this Walkable Communities Study is to provide a priority list to the MSTU and CR A for use in future planning, project, and program implementation. The results will also be incorporated into the Metropolitan Planning Organization's (MPO) Comprehensive Pathways Plan and to ultimately assist the Pathways Advisory Committee (PAC) in determining priorities for pathway funding.

Executive Summary

Study Context

The walkable community study results are intended to be a tiered and phased system based on the neighborhood needs. There are three priority tiers with Tier One being the highest priority and Tier Three being the lowest priority. These tiers were determined by evaluating the location of the proposed pedestrian facilities and the impact those locations would have on the neighborhood. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority.

Study Results By Neighborhood

The Bayshore neighborhood has an overall level of service, as defined by the report, of D . The highest priorities in need of bicycle and pedestrian facilities are Bayshore Drive and Thomasson Drive. This is due to the amount of bicycle and pedestrian use.

The Gateway Triangle neighborhood has an overall level of service, as defined by the report, of C . The highest priorities in need of bicycle and pedestrian facilities are Shadowlawn Drive and Linwood Avenue. This is due to the amount of bicycle and pedestrian use.

Study Results Overall

The area level of service, as defined by the report, is C. This level of service is determined by the overall lack of a pedestrian network on side streets in the area. Overall, The highest priorities in need of bicycle and pedestrian facilities are Shadowlawn Drive, and Thomasson Drive. This is due to their close proximity to Elementary Schools.

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Introduction

This report has been developed to address the needs defined in the Metropolitan Planning Organization's (MPO) 2010/11-2011/12 Unified Planning Work Program (UPWP) sub-task 4.7. The objective of the UPWP subtask is to conduct an assessment of pedestrian needs of local roads in neighborhood communities. The results of the study will ultimately be incorporated into the Comprehensive Pathways Plan. The Comprehensive Pathways Plan is a tool the MPO and the Pathways Advisory Committee (PAC) use to evaluate bicycle, pedestrian and pathways improvements within Collier County. One of the goals of the Comprehensive Pathways Plan is to provide a safe, connected and convenient on-road network throughout Collier County which accommodates bicyclists and pedestrians. The PAC of the Collier MPO advises the MPO Board on issues relating to bicycle and pedestrian mobility within Collier County and participates in prioritizing projects designed to further the goals of the Comprehensive Pathways Plan. Completing this walkable communities study will allow the MPO, through the PAC, to begin the process of prioritizing walkable community needs with other pathways projects and improve the walkable communities within Collier County.

CRA and MSTU Staff have worked with the MPO, PAC and residents of the area to explore bicycle and pedestrian mobility issues and overall walkability of our communities. This study will help in the enhancement of our bicycle and pedestrian programs throughout Collier County. This study is an attempt to understand how the layout and design of our neighborhoods is associated with the walkability of the community. A walkable neighborhood is defined as a neighborhood that has compact residential development, a mix of land uses, and a well connected street network. A walkable community is a place where one can get to the store, school, park, or other destination within the neighborhood without a car.

Many people are too young to drive, have a permanent or temporary disability which prevents their driving, have no access to a car, or choose not to drive. Many others are pedestrians at some point during their daily routine. According to the 2000 census 25 percent of the workers in Collier County get to work via other means then driving a car alone. These include carpools, public transit, walking, and riding a bicycle. Most of these means requires that the user become a pedestrian at some point during the trip. For example a citizen who utilizes public transportation would still be required to get to the bus stop, and to get from the bus stop to their desired destination. And many people who carpool meet at a set location and carpool from that point. Many of these individuals walk or ride a bicycle to the desired location.

Approximately 40 percent of all trips are less than two miles in distance, which could be an easy walk or bike ride in an area with safe pedestrian and bicycling facilities. There are other benefits to living in a walkable community aside from the direct benefits to those who use the facilities. More people walking and bicycling can help reduce overall levels of congestion, air pollution, and walkable communities maintain higher property values and greater sales in commercial areas.

Purpose

The study's primary purpose is to improve the bicycle and pedestrian plans/ programs that are developed by the MPO, Collier County Growth Management Division, Bayshore Gateway Triangle CRA, Bayshore Beautification MSTU, and PAC and ultimately used by the residents of Collier County. The purpose of this walkable community study is to incorporate the results of the study into the Comprehensive Pathways Plan and to ultimately assist the PAC when they make priorities for pathway funding. The outcome of this walkable community study in conjunction with other walkable community studies currently underway will help create pedestrian friendly, usable and connected pathways within Collier County.

Methodology

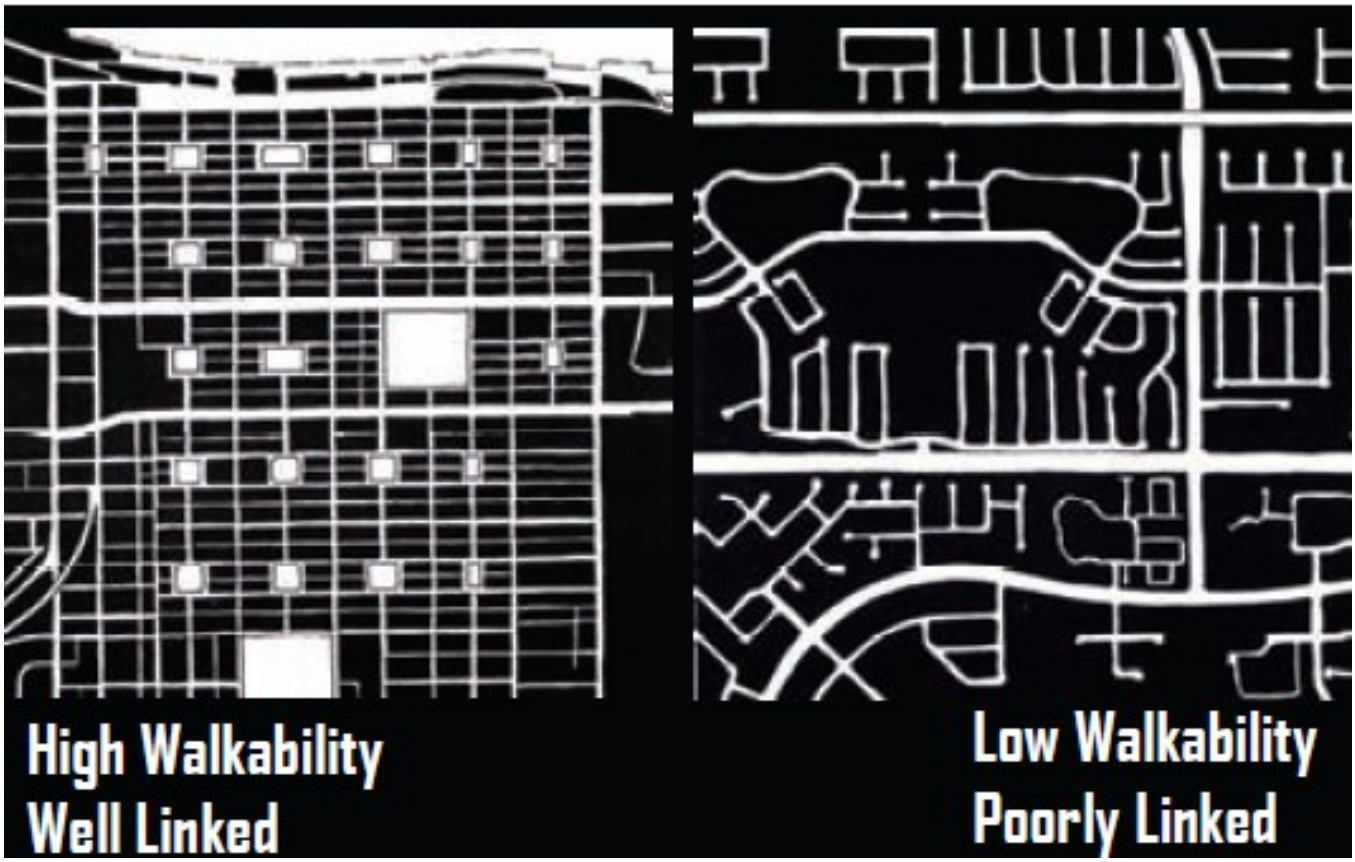
In order to determine the current walkability and which pedestrian improvements might be needed to improve walkability for the area, it becomes necessary to recognize methods for evaluating both the current pedestrian facilities and the demand for an improved pedestrian network.

Methods for determining walkability are varied. Some methods could include safety of the streets, crossings and intersections, such as considerations of the posted speed limit compared to actual vehicle speeds, lane widths and road characteristics, conditions of crosswalks, pedestrian related signage and signals, intersection traffic controls, and geometry of the intersections. Other considerations are the comfort of the area such as the lighting, maintenance of the sidewalk surface, and vegetation; convenience of the facilities such as the availability of benches, bike racks, transit stops and signs; and access and design of the facility such as compliance with the Americans with Disabilities Act and timing of the pedestrian phases of the traffic lights.

The method for determining walkability in this report considered a basic pedestrian levels of service (LOS) measurements. LOS is a measurement used in transportation to depict how well the transportation mode operates. Conventionally, vehicular LOS is a measurement of volume to capacity and delay ranging from A to F where A is excellent and F is failure. The five pedestrian LOS measures, as determined by evaluating various walkability guides, that are most applicable when evaluating a neighborhood are as follows:

- Directness
- Continuity
- Street crossings
- Visual interests and amenities
- Security.

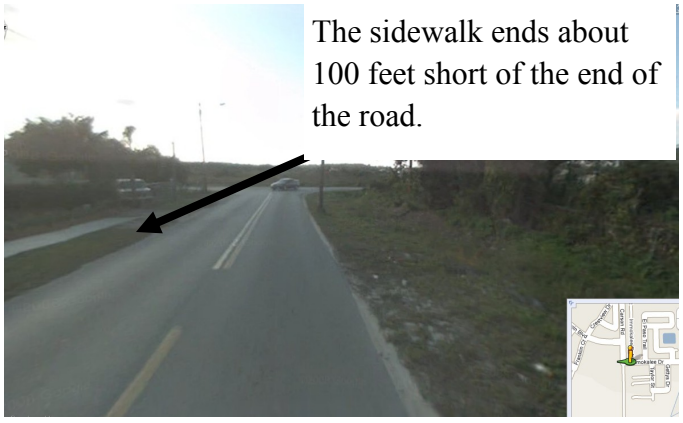
Directness –
This is measured by determining how well the network provides sidewalks, bike lanes, or pathways along the shortest distances between destinations. This method for the level of service is used to encourage trips on foot or bicycle along marked paths, sidewalks or bike lanes. Travelers are not as likely to travel on a pathway if it takes them far away from their desired destination or does not directly connect to the desired destination. Therefore, if the area is well linked, travelers are encouraged to and generally stay on the sidewalks, bike lanes, and pathways.



Continuity –

The community continuity LOS is measured by determining the amount of continuous and uniform sidewalks, bike lanes, or pathways in the network. This LOS is measured by two aspects. First, that the maintenance, quality and uniformity of the sidewalk surface such as that the individual sidewalks are free from gaps, barriers, obstructions as well as the texture of the surface such as asphalt, concrete, or lime rock. Second, that all the sidewalks in the community are uninterrupted and continue as the road does.

Continuity LOS A



Continuity LOS F

Street Crossings –
This is measured by the amount of correctly marked crosswalks (this includes ADA compliance, curb cuts, vehicle speed, and signage).

Street Crossing LOS A

Street Crossing LOS F

Visual Interest and Amenities –
This is measured by the amount of street furniture that make the environment attractive and comfortable to walk. Well designed pedestrian space encourages more walking in the area. Generally, landscaping, garbage removal and street furniture (such as benches, signs, and various other aesthetic items) are considered part of this LOS measurement.

Amenities LOS A

Amenities LOS F

Security –

This is measured by the level of actual or perceived safety in the neighborhood, the amount of lighting, amount of clear zone (area beyond the edge of the traveled way**)**, and a good line of sight for the pedestrian and for the vehicles to see the pedestrian.

For this study, a neighborhood level assessment for evaluating the five pedestrian levels of service elements was established. Every neighborhood has different characteristics that lead to specific needs for walkability. This area has schools, parks, and various commercial activity centers. All of these facilities and input from the people including their day to day needs and desires come into play.

A desk audit of the area was completed by reviewing recent maps of the area, focusing on walkable destinations (libraries, schools, shopping, employment centers, parks, churches, and transit stops). A walking audit was conducted of all roads and points of interest in the study area. The field data was collected from June 2010 to July 2010. Specific problem areas as well as pedestrian friendly areas were determined. The data was reviewed to determine the walkability of the roadways, and the Neighborhood.

Area Description

Bayshore Gateway Triangle CRA and Bayshore Beautification MSTU neighborhoods were selected for the 2010 Walkable Community Study. The area contains two distinct neighborhoods:

- The Bayshore neighborhood
- The Gateway Triangle neighborhood

Each neighborhood was studied as an integral part of the area, and also as a stand alone neighborhood.

Long-Range Strategic Goals

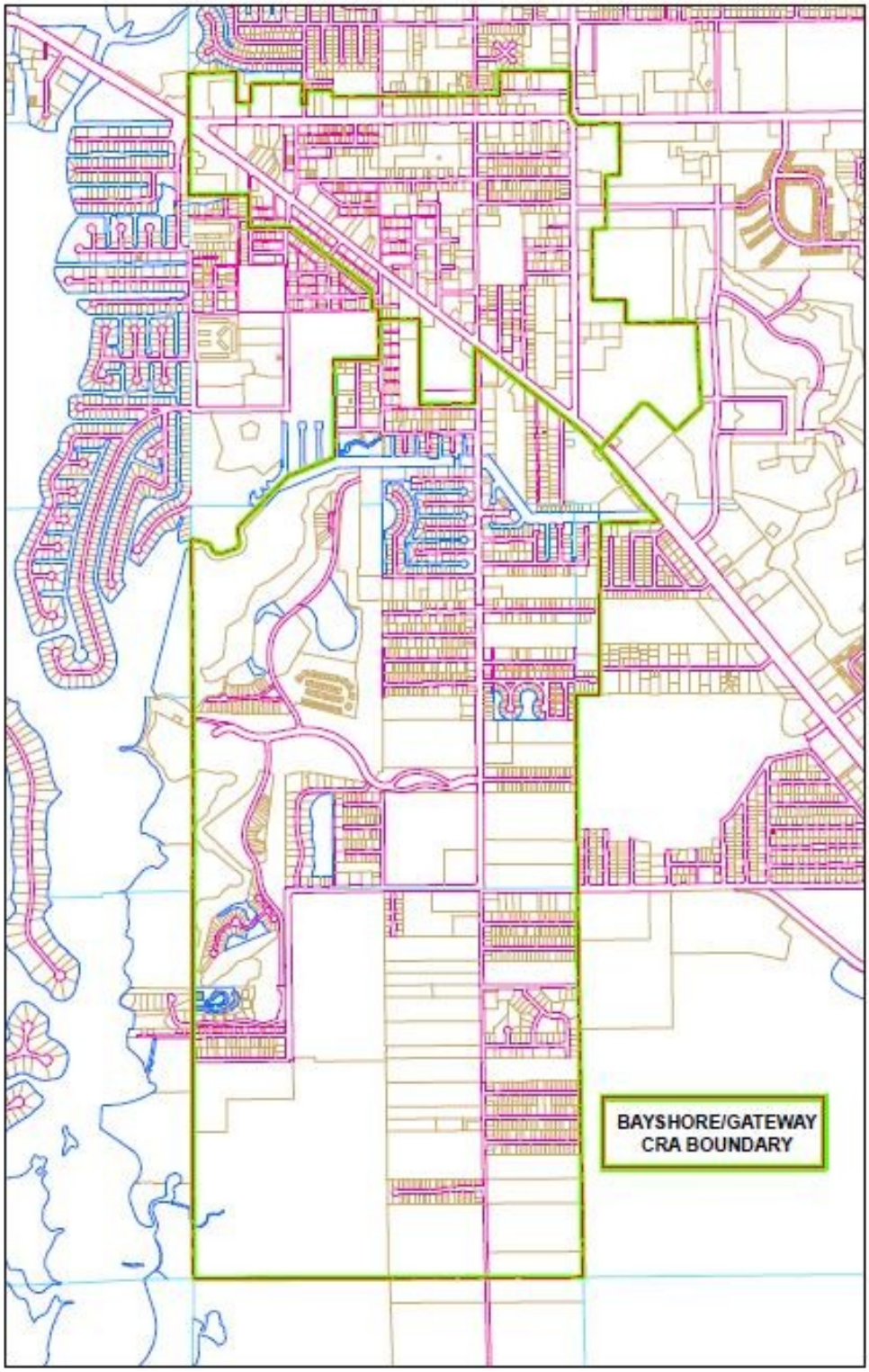
1. Actively market development and redevelopment sites to potential investors.
2. Facilitate new development on vacant land sites.
3. Facilitate redevelopment of old or previously developed sites.
4. Provide incentives to achieve the type and style of growth that supports the CRA Master Plan.
5. Partner with investors, builders and developers to improve or upgrade adjacent public right-of-way and infrastructure.

Overall Score for the Area

LOS	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
C	C	F	C	C	D

- **LOS—C–** This score is a composite of all five criteria, which are weighted equally. There are substantial problems that prohibit or limit the walkability of the area. There is a lack of a grid, and a lack of an overall sidewalk network.
- **Directness – C** – There is no grid provided. This allows limited opportunities for different and direct routes.
- **Continuity – F** – There are sidewalks in the area, but they are not in any way uniform in their design, type, or location. Sidewalks range in size from 5 feet to 7 feet. Sidewalks are made of both concrete and asphalt. Clear zones range from 1 foot to 20 feet.
- **Street Crossings – C** – There is a large distance between crossings. There are streets in the area ranging in size from 17 feet to 24 feet. The street crossings are not uniform and are showing signs of wear, however, there are street signs and flashing beacons for the school zones. There are also enhanced crosswalks.
- **Visual Interest and Amenities – C** – There is landscape associated with the main roads in this neighborhood. There are few benches, trash cans, or other pedestrian features in the neighborhood, outside of the main roadways.
- **Security – D** – The pedestrian does not have adequate space between the walking facility and the vehicular traffic on most streets. There are not enough street lights for this area.

Redevelopment Area Map



Bayshore Neighborhood Walkable Community Study

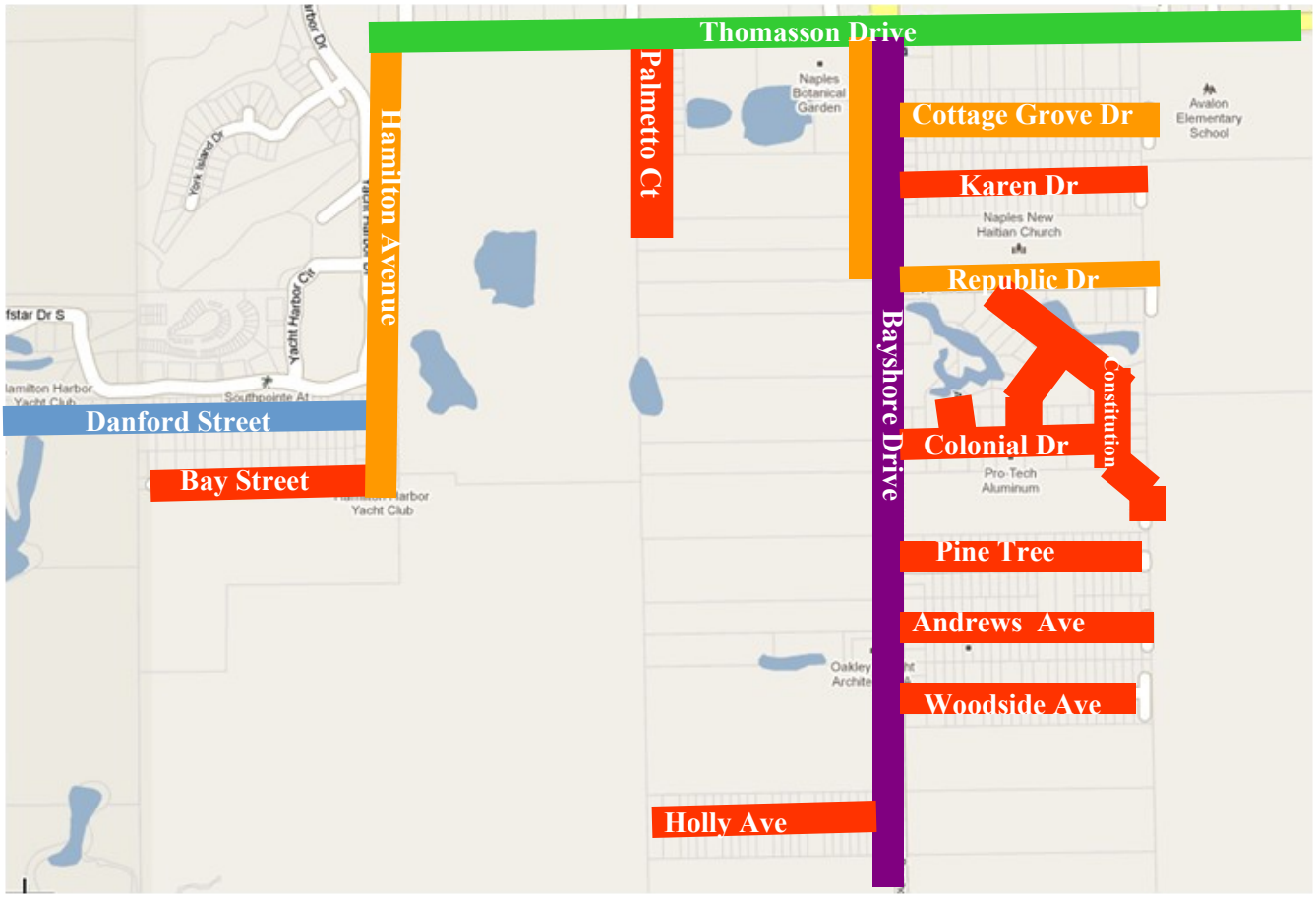
Overall Score for Bayshore Neighborhood

LOS	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
D	C	F	D	C	D

- **LOS—D–** This score is a composite of all five criteria, which are weighted equally. There are substantial problems that prohibit or limit the walkability of the Bayshore Neighborhood. There is a lack of a grid, and a lack of an overall sidewalk network.
- **Directness – C** – There is no grid provided. This allows limited opportunities for different and direct routes.
- **Continuity – F** – There are sidewalks in the community, but they are not in any way uniform in their design, type, or location. Sidewalks range in size from 5 feet to 7 feet. Sidewalks are made of both concrete and asphalt. Clear zones range from 1 foot to 20 feet.
- **Street Crossings – D** – There is a large distance between crossings. There are streets in the Bayshore area ranging in size from 17 feet to 24 feet. The street crossings are not uniform and are showing signs of wear, however, there are street signs and flashing beacons for the school zones. There are also enhanced crosswalks.
- **Visual Interest and Amenities – C** – There is landscape associated with the main roads in this neighborhood. There are very few amenities in the neighborhood, outside of the main roadways.
- **Security – D** – The pedestrian does not have adequate space between the walking facility and the vehicular traffic on most streets. There are not enough street lights for this area. .

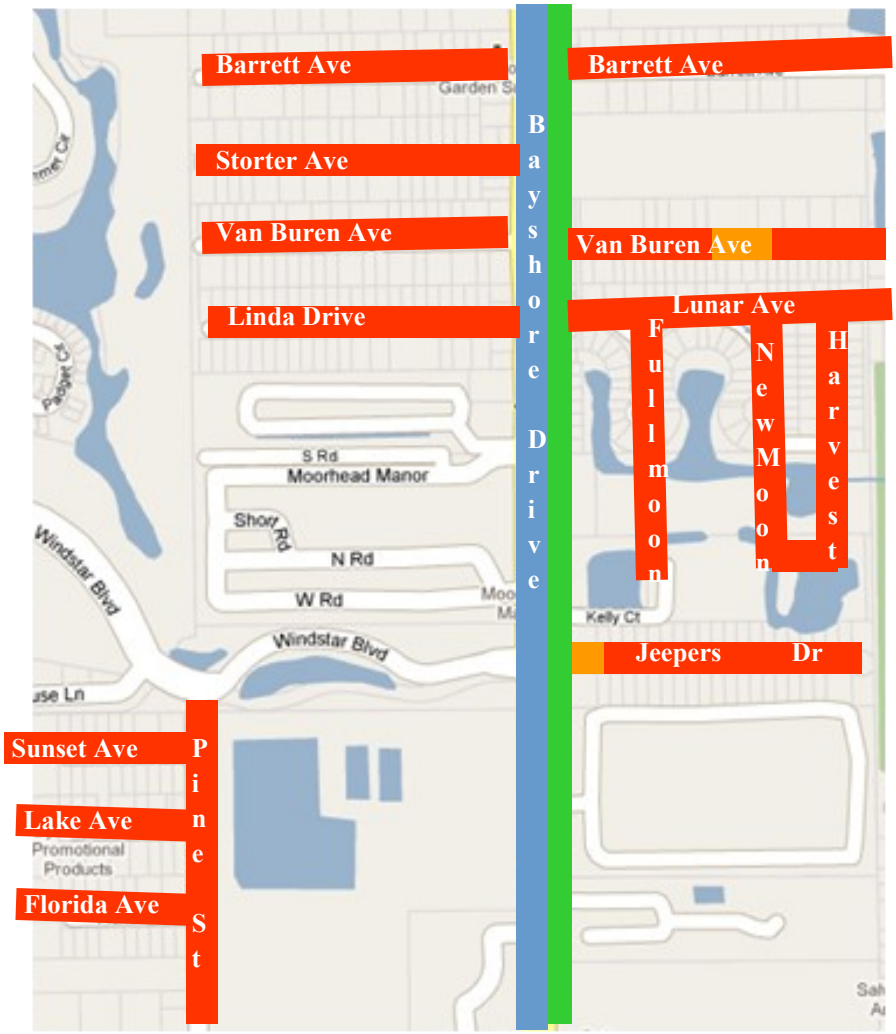
Bayshore Neighborhood Study Area

Existing Street Conditions



Legend	
Red	No bicycle or pedestrian facilities
Purple	Shoulder on one side of the road
Blue	Bike Lanes or Shoulder on both sides
Orange	Sidewalk on one side of the road
Green	Sidewalks on both sides of the road

Existing Street Conditions



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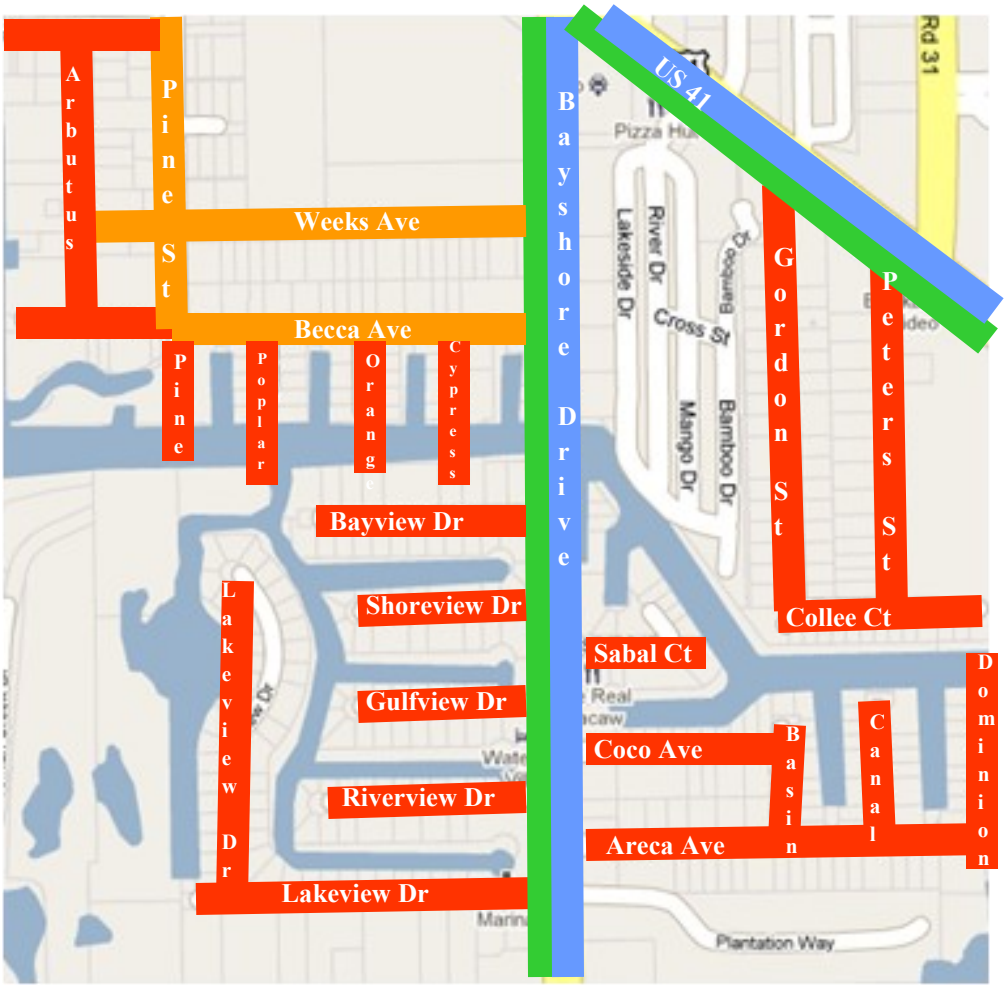

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Purple	Shoulder on one side of the road
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Tier 1	Tier 2	Tier 3
Areca Avenue	Andrews Avenue	Antique Court
Barrett Avenue E	Arbutus Street	Basin Street
Bayshore Drive S	Barrett Avenue W	Bay Street
Karen Drive	Bayview Drive	Canal Street
Lunar Street	Becca Avenue	Captain's Cove
Peters Street	Colonial Drive	Coco Avenue
Pine Street	Constitution Drive	Collee Court
Thomasson Drive	Cottage Grove Avenue	Cypress Street
Van Buren Avenue W	Gulfview Drive	Danford Street
	Holly Avenue	Florida Avenue
	Jeepers Drive	Fullmoon Court
	Lakeview Drive	Gordon Street
	Pine Tree Drive	Hamilton Avenue
	Republic Drive	Harvest Court
	Shoreview Drive	Lake Avenue
	Storter Avenue	Linda Drive
	Van Buren Avenue E	New Moon Court
	Weeks Avenue	Orange Street
	Woodside Avenue	Pine Street
		Poplar Street
		Sabal Court
		Spruce Street
		Sunset Avenue

Tier 1 (alphabetical sort)

Areca Avenue
Barrett Avenue E
Bayshore Drive S
Karen Drive
Lunar Street
Peters Street
Pine Street
Thomasson Drive
Van Buren Avenue W

Reminder:

Tier 1 is the highest priority. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority.

Areca Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	F	F	C	F

Existing Condition: This road is 18 feet wide. There are no bicycle or pedestrian facilities on the road.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Barrett Avenue East

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	B	C	F

Existing Condition: This road is 19 feet wide and has no pedestrian facilities, no street lights, or landscaping.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Bayshore Drive - South of Thomasson Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	C	D	B	B

Existing Condition: This road is 20 feet wide and has shoulder on the west side. The road also has a five foot concrete sidewalk in front of the Garden with a crosswalk at Republic Drive.

Recommendation: Add a shared use path to the east side of the road, provide street lighting, and add street furniture.

Phase 1: Add a shared use path on east side of road

Phase 2: Add street furniture and street lighting

Karen Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	F	C	F

Existing Condition: This road is 20 feet wide and has no bicycle or pedestrian facilities. Street ends at possible future connection to greenway.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Lunar Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	C	F	D	B	D

Existing Condition: This road is 18 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Peters Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	C	F	C	B	D

Existing Condition: This road is 20 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Pine Street—Thomasson Drive to Sunset Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	C	F	F	C	D

Existing Condition: This road is 20 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Thomasson Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	B	B	B	B

Existing Condition: This road is 22 feet wide and has pedestrian facilities on both sides of the road.

Recommendation: Add enhanced pedestrian crosswalks, provide street lighting, and add street furniture.

Phase 1: Add enhanced pedestrian crosswalks for school crossings

Phase 2: Add street furniture and street lighting

Van Buren Avenue West

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	C	C	C

Existing Condition: This road is 19 feet wide and has no pedestrian facilities, no street lights, or landscaping.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Tier 2 (alphabetical sort)

Andrews Avenue
Arbutus Street
Barrett Avenue W
Bayview Drive
Becca Avenue
Colonial Drive
Constitution Drive
Cottage Grove Avenue
Gulfview Drive
Holly Avenue
Jeepers Drive
Lakeview Drive
Pine Tree Drive
Republic Drive
Shoreview Drive
Storter Avenue
Van Buren Avenue E
Weeks Avenue
Woodside Avenue

Reminder:

Tier 2 is the mid level priority. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority.

Andrews Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	F	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Arbutus Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	C	F	F	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Barrett Avenue West

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Bayview Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Becca Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	B	B	B	B

Existing Condition: This is a local road and has a seven foot asphalt sidewalk on the south side of the road.

Recommendation: Add five foot wide sidewalks to the north side of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on north side of the road

Phase 2: Add street furniture and street lighting

Colonial Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	C	F	F	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Constitution Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	F	F	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Cottage Grove Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	C	C	C	B	B

Existing Condition: This is a local road and has a five foot concrete sidewalk leading to the entrance of the elementary school.

Recommendation: Add five foot wide sidewalks to south side of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on south side of the road

Phase 2: Add street furniture and street lighting

Gulfview Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Holly Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	F	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Jeepers Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	D	D	C	A

Existing Condition: This is a local road and has a five foot concrete sidewalk in front of the fire station, no or bicycle or pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Lakeview Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Pine Street—Becca Street to US 41

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	C	C	B	B

Existing Condition: This is a local road and has a five foot asphalt sidewalk on one side of the road.

Recommendation: Add five foot wide sidewalks to the other side of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on the remaining side of the road

Phase 2: Add street furniture and street lighting

Pine Tree Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	F	F	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Republic Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	B	D	A	C

Existing Condition: This is a local road and has a five foot concretes sidewalk on the north side with a pedestrian bridge connecting it to the parks greenway.

Recommendation: Add five foot wide sidewalks to south side of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on south side of the road

Phase 2: Add street furniture and street lighting

Riverview Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Shoreview Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Storter Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	D	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Van Buren Avenue East

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	D	F	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Weeks Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	C	C	B	B

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Woodside Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	F	F	F	F	F

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Tier 3 (alphabetical sort)

Antique Court
Basin Street
Bay Street
Canal Street
Captain's Cove
Coco Avenue
Collee Court
Cypress Street
Danford Street
Florida Avenue
Full Moon Court
Gordon Street
Hamilton Avenue
Harvest Court
Lake Avenue
Linda Drive
New Moon Court
Orange Street
Palmetto Court
Pine Street
Poplar Street
Sabal Court

Reminder:

Tier 3 is the lowest priority. These sidewalks should be built only after all other pedestrian facilities are completed. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority. This tier will be evaluated in detail as projects are completed.

Overall Neighborhood Recommendations

- Bayshore Drive should have at least three additional East/West pedestrian crossing locations added. These locations would increase driver awareness, and allow greater pedestrian access to the neighborhood.
- A connection to Sugden Park should be added. This would increase the number of bicycle and pedestrian users to that facility. It would provide families with a safe alternative to driving to the Park.
- Pedestrian signage should be added to Bayshore Drive and Thomasson. These signs would provide the pedestrian with information about park locations, business locations, and mile markers for fitness.
- A Fitness activity, such as a 5K, should be held to raise awareness of the bicycle and pedestrian friendly atmosphere that Bayshore Drive has.
- Bus stops should have shelters.
- On Thomasson Drive and Hamilton Avenue the sidewalk should be replaced with a greenway. This would provide greater bicycle and pedestrian access to three County parks, an elementary school, existing and future shopping facilities, and the Naples Botanical Garden.

BAYSHORE GATEWAY TRIANGLE
COMMUNITY REDEVELOPMENT AGENCY

Gateway Triangle Neighborhood Walkable Community Study

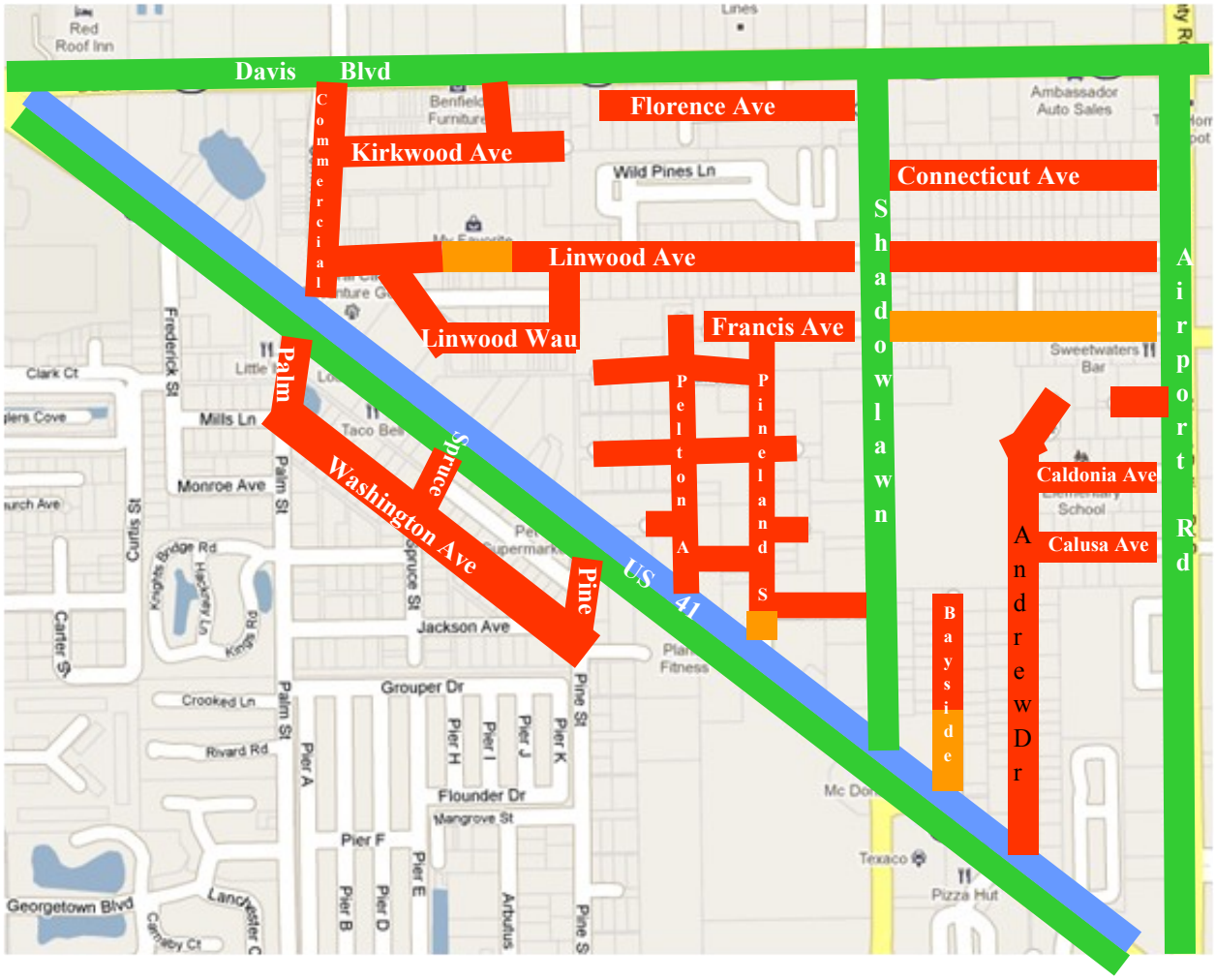
Overall Score for Gateway Triangle Neighborhood

LOS	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
C	A	D	D	C	B

- **LOS—C–** This score is a composite of all five criteria, which are weighted equally. There are problems that prohibit or limit the walkability of the Gateway Triangle Neighborhood. There is a lack of a grid, and a lack of an overall sidewalk network.
- **Directness – A –** There is a grid provided. This allows opportunities for different and direct routes.
- **Continuity – D –** There are sidewalks in this neighborhood, but they are not in any way uniform in their design, type, or location. Sidewalks range in size from 5 feet to 7 feet. Sidewalks are made of both concrete and asphalt. Clear zones range from 1 foot to 20 feet.
- **Street Crossings – D –** There is a large distance between crossings. There are streets in the Gateway Triangle Neighborhood ranging in size from 17 feet to 24 feet. The street crossings are not uniform and are showing signs of wear, however, there are street signs and flashing beacons for the school zone.
- **Visual Interest and Amenities – C –** There is very little landscape associated with the main roads in this neighborhood. There are few benches, trash cans, or other pedestrian features in the neighborhood, outside of the main roadways.
- **Security – B –** The pedestrian does have adequate space between the walking facility and the vehicular traffic on streets where sidewalks are present. There are not enough street lights for this area.

Gateway Triangle Neighborhood Study Area Map

Gateway Triangle Neighborhood Existing Street Conditions



Legend	
Red	No bicycle or pedestrian facilities
Purple	Shoulder on one side of the road
Blue	Bike Lanes or Shoulder on both sides
Orange	Sidewalk on one side of the road
Green	Sidewalks on both sides of the road

Tier 1	Tier 2	Tier 3
Andrew Drive	Avondale Street	Airport Road
Bayside Street	Kirkwood Avenue	Catherine Street
Caldonia Avenue	Lee Street	Davis Blvd
Calusa Avenue	Lois Street	Florence Court
Commercial Drive	Manorca Avenue	Linwood Way
Connecticut Avenue	Pelton Avenue	Pine Street
Francis Avenue		US 41
Linwood Avenue		Walker Lane
Palm Street		Winifred Avenue
Pineland Street		
Shadowlawn Drive		
Spruce Street		
Washington Avenue		

Tier 1 (alphabetical sort)

Andrew Drive
Bayside Street
Caldonia Avenue
Calusa Avenue
Commercial Drive
Connecticut Avenue
Francis Avenue
Linwood Avenue
Palm Street
Pineland Street
Shadowlawn Drive
Spruce Street
Washington Avenue

Reminder:

Tier 1 is the highest priority. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority.

Andrew Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	F	C	B

Existing Condition: This road is 18 feet wide, and has no bicycle or pedestrian facilities. This road has a sidewalk entrance to the Shadowlawn elementary school.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Provide street lighting and street furniture

Bayside Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	D	D	D	D	D

Existing Condition: This road is 20 feet wide and has shoulder a 5 foot concrete sidewalk 1/2 way down the west side. Shadowlawn Elementary School has a sidewalk entrance to this street

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Caldonia Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	F	C	C

Existing Condition: This road is 18 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Calusa Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	F	C	C

Existing Condition: This road is 18 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Commercial Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	F	D	C

Existing Condition: This road is 24 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Connecticut Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	D	C	C

Existing Condition: This road is 20 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Francis Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	C	D	C	C

Existing Condition: This road is 20 feet wide and has five foot concrete sidewalk on the south side with only a one to two foot clear zone.

Recommendation: Add five foot wide sidewalks to north side of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on the remaining side of the road

Phase 2: Add street furniture and street lighting

Linwood Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	D	C	C

Existing Condition: This road is 20 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Palm Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	F	C	C	D

Existing Condition: This road is 20 feet wide and has shoulder on the east side.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Pineland Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	D	D	C	D

Existing Condition: This road is 18 feet wide and has no bicycle or pedestrian facilities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Shadowlawn Drive

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	B	C	B	B

Existing Condition: This road is 22 feet wide and has pedestrian facilities on both sides of the road.

Recommendation: Add enhanced pedestrian crosswalks, provide street lighting, and add street furniture.

Phase 1: Add enhanced pedestrian crosswalks for school crossings

Phase 2: Add street furniture and street lighting

Spruce Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	D	B	B

Existing Condition: This road is 19 feet wide and has no pedestrian facilities, no street lights, or landscaping.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Washington Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	D	B	B

Existing Condition: This road is 19 feet wide and has no pedestrian facilities, no street lights, or landscaping.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Tier 2 (alphabetical sort)

Avondale Street

Kirkwood Avenue

Lee Street

Lois Street

Manorca Avenue

Pelton Avenue

Reminder:

Tier 2 is the mid level priority. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority.

Avondale Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	F	D	B

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Kirkwood Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	F	F	D	B

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Lee Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	F	F	D	B

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Lois Street

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	F	D	D	B

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Manorca Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	B	F	F	D	B

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Pelton Avenue

	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
LOS	A	D	D	C	D

Existing Condition: This is a local road and has no pedestrian amenities.

Recommendation: Add five foot wide sidewalks to both sides of the road, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on one side of the road

Phase 2: Build a five foot sidewalk on the remaining side of the road

Phase 3: Add street furniture and street lighting

Tier 3 (alphabetical sort)

Airport Road
Catherine Street
Davis Blvd
Florence Court
Linwood Way
Pine Street
US 41
Walker Lane
Winifred Avenue

Reminder:

Tier 3 is the lowest priority. These sidewalks should be built only after all other pedestrian facilities are completed. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority. This tier will be evaluated in detail as projects are completed.

Overall Neighborhood Recommendations

- Install “Bayshore Drive” type lighted crosswalk at the intersection of Shadowlawn Drive and Francis Avenue
- Install a crosswalk on US 41 from the NW side of Shadowlawn Drive to the SW side of Bayshore Drive.

Glossary of terms and Agencies

- Clear zone—is an area beyond the edge of the traveled way that allows a driver to stop safely or regain control of a vehicle that leaves the traveled way.
- Street furniture—is a collective term for objects and pieces of equipment installed on streets and roads for various purposes, including traffic barrier, benches, bollards, post boxes, streetlamps, street lighting, traffic lights, traffic signs, bus stops, fountains, and various other items.
- Directness–the walking distance to and between key destinations such as transit stops, schools, parks, commercial areas or activity areas.
- Continuity– the bicycle and pedestrian paths are continuous in both quality and material.
- Street Crossings– the correct layout of pedestrian elements including information (signs, accessible pedestrian /traffic signals, markings), turning radius, visible crosswalks, adequate crossing time, medians, curb ramps with detectable warnings, and other amenities.
- Visual Interest and Amenity—any thing that would make the environment a more pleasant place to walk such as street furniture, store fronts, well maintained sidewalks, parks, etc.
- Security-the level of personal or public perceived safety on a street or road based on the current roadway conditions. i.e. a road with no street lighting would not have a high security rating because people are less likely to use it as a preferred route at night.

- Pathways Advisory Committee (PAC)—is a citizen based MPO committee focused on creating pedestrian friendly, usable and connected pathways within Collier County
- Metropolitan Planning Organization (MPO) - is an agency created under Federal law to direct urban transportation planning and the allocation of federal and state funds for urbanized areas of 50,000 or more people.
- Bayshore Community Redevelopment Agency (CRA) - was established in March of 2000 to alleviate slum and blight in The Bayshore Gateway Triangle Redevelopment area, CRA refers to a public entity created by Collier County to implement the community redevelopment activities outlined under Chapter 163, Florida Statutes.
- Bayshore Beautification Municipal Service Taxing Unit (MSTU) - is a funding mechanism community members created, through approval of the Board of County Commissioners, a special taxing district to make improvements to the Bayshore neighborhood . Providing additional services based on community desires.