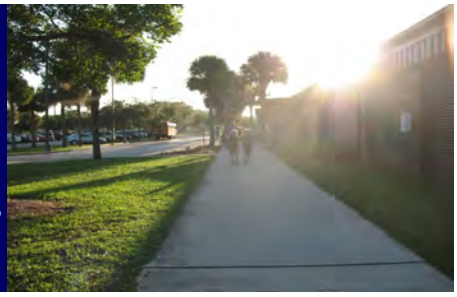
Collier MPO



Naples Manor Walkable Community Study

Prepared for:

Collier Metropolitan Planning Organization

www.colliermpo.com

Prepared by:

David Buchheit

Collier County Transportation Planning

February 2010

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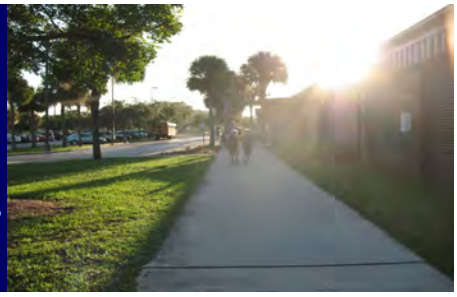


Executive Summary

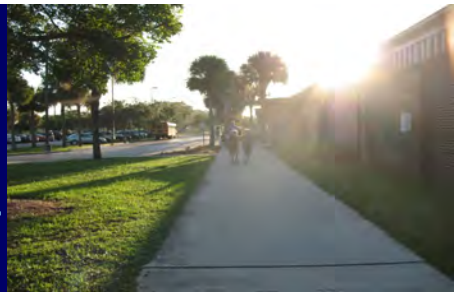
Introduction

Collier County Transportation Planning (CCTP) staff have worked with the Collier Metropolitan Planning Organization (MPO) and residents of Collier County to explore bicycle and pedestrian mobility issues and overall walkability of our communities. 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. The Pathway Advisory Committee is a citizen based Metropolitan Planning Organization committee focused on creating pedestrian friendly, usable and connected pathways within Collier County

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 the neighborhood. This study will also analyze the layout and design of Naples Manor as a walkable community. The purpose of this Walkable Communities Study is to incorporate the results of the study into the Comprehensive Pathways Plan and to ultimately assist the Pathways Advisory Committee when they make priorities for pathway funding.

Study Context

The walkable community study results are intended to be included in the comprehensive pathways plan as a tiered and phased system based on the neighborhood needs. There will be 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.



Executive Summary

Study Results

The finding of this study is that Naples Manor has an overall level of service, as defined by the report, of D. This level of service is determined by the overall lack of a pedestrian network in Naples Manor. Of 31 streets there is only one section of one street that currently has sidewalks on both sides. The highest priorities in need of bicycle and pedestrian facilities are Broward Street, and Carolina Avenue. This is due to their close proximity to Lely High School and Parkside Elementary School.

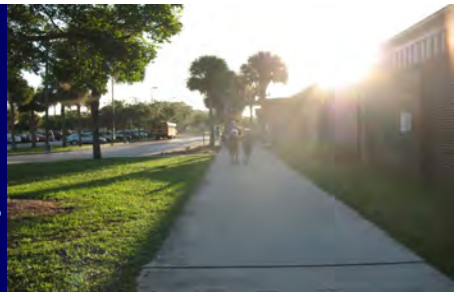
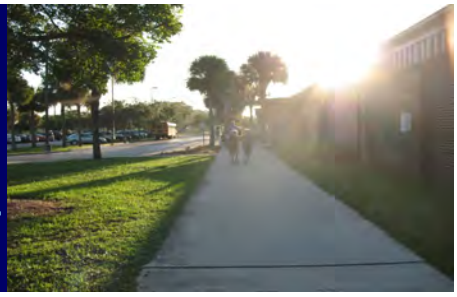


Table of Content



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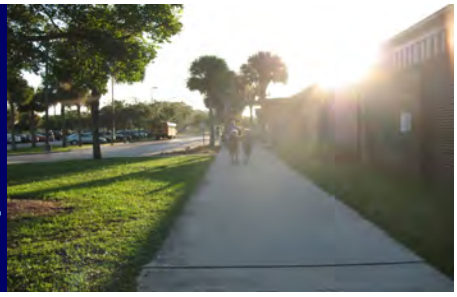
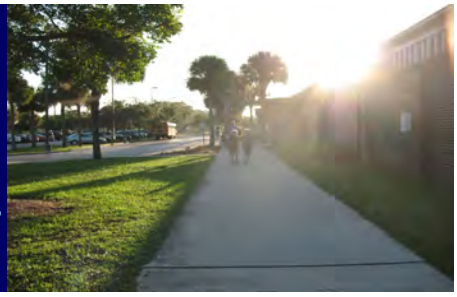


Introduction

The Collier County Transportation Planning (CCTP) staff was assigned to complete the Collier Metropolitan Planning Organization's (MPO) 2008/09-2009/10 walkable community studies. The following report has been developed to address the needs defined in the MPO's 2008/09-2009/10 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.

Recognizing that a walkable community assessment of all local roads in a neighborhood was a large undertaking, the PAC recommended that the MPO complete two walkable communities assessment evaluations per year. The PAC recommended that the 2008/09 walkable community needs assessment evaluations include Immokalee and Naples Manor.

CCTP has worked with the MPO, The PAC and residents of Collier County and Naples Manor 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. The PAC a citizen based MPO committee focused on creating pedestrian friendly,



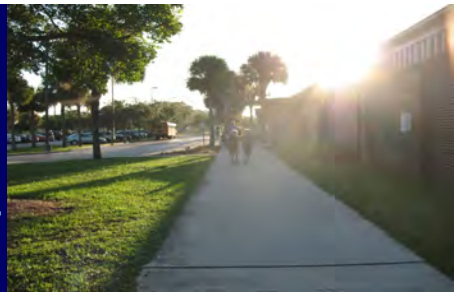
usable and connected pathways within Collier County.

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 examples 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 MPO funded the study for the primary purpose of improving the bicycle and pedestrian plans/programs that are developed by the MPO, CCTP, and PAC and ultimately used by the residents of Collier County. The MPO realizes the important role pedestrian and bike access contributes to the quality of life. 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.

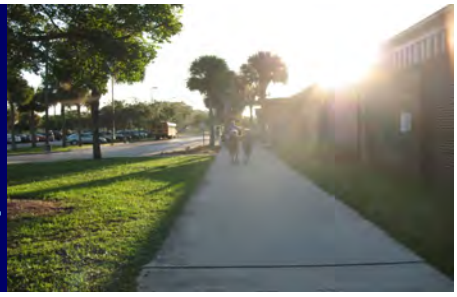


Methodology

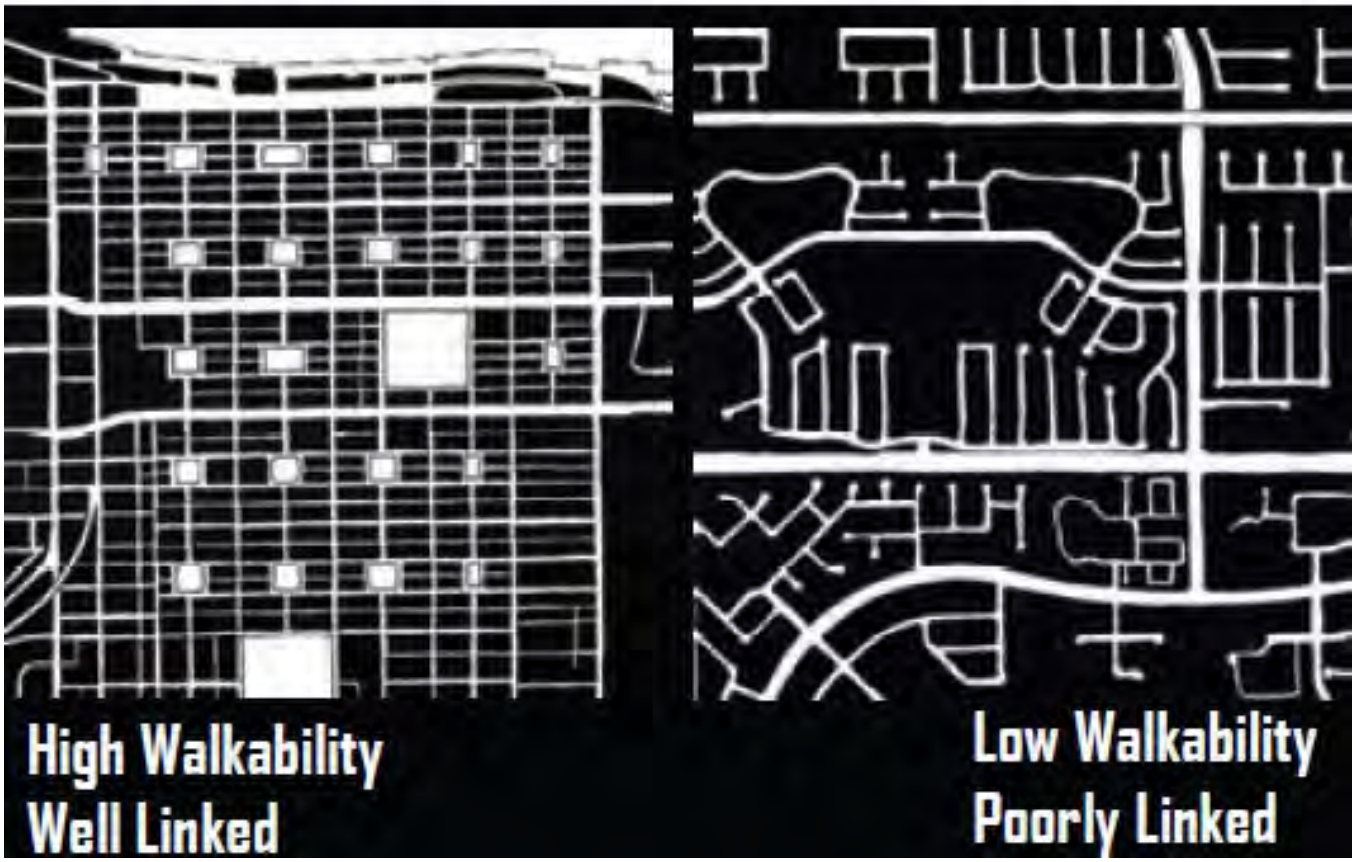
In order to determine the current walkability and which pedestrian improvements might be needed to improve walkability for Naples Manor, it becomes necessary to recognize methods for evaluating both the current pedestrian network and the demand for the pedestrian network.

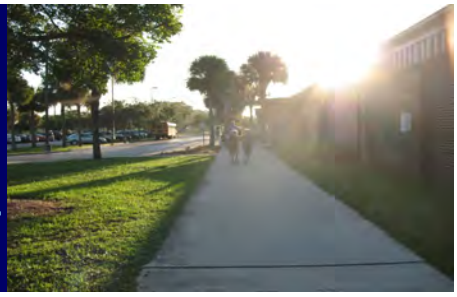
Methods for determining walkability are varied. Some methods could include safety of the streets, crossings and intersections, such as considerations of the posted speed limit compared to actual vehicle speeds, lane widths and road characteristics, conditions of crosswalks, pedestrian related signage 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, and security.



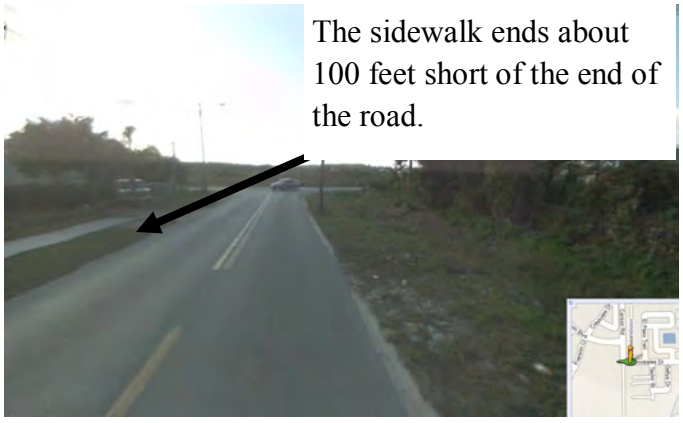
Directness – This is measured by determining how well the network provides sidewalks, bike lanes, or pathways along the shortest distances between destinations. This method for the level of service is used to encourage trips on foot or bicycle along marked paths, sidewalks or bike lanes. Travelers are 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 keep on the sidewalks, bike lanes, and pathways.



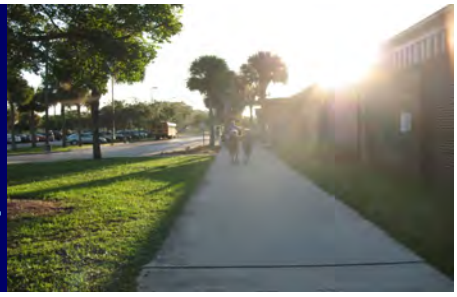


Continuity – The community continuity LOS is measured by determining the amount of continuous and uniform sidewalks, bike lanes, or pathways in the network. This LOS is measured by two aspects. First, that the maintenance, quality and uniformity of the sidewalk surface such as that the individual sidewalks 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.

Tucker Avenue– Continuity LOS A

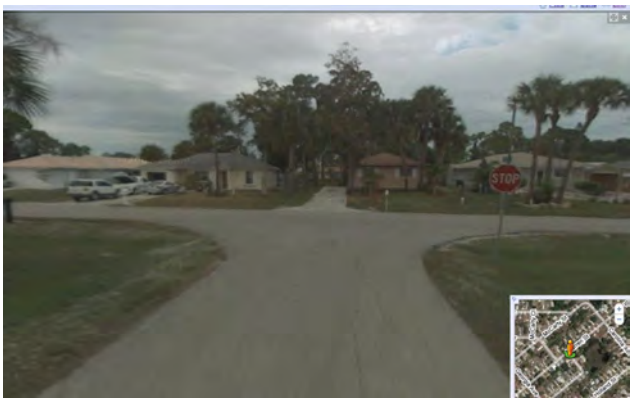


Immokalee Drive– Continuity LOS F



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

Jennings Street– Street Crossing LOS A

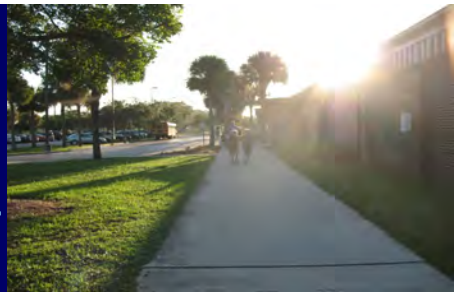


Alabama Avenue—Street Crossing LOS F

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.

5th Avenue Naples – Amenities LOS A

Bryant Avenue—Amenities LOS F



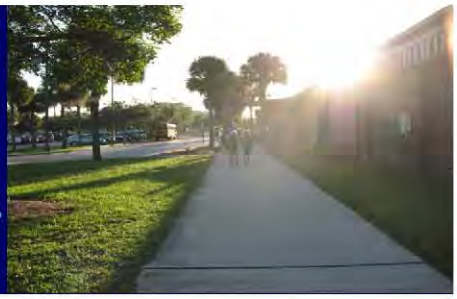
Security – This is measured by the level of actual or perceived safety in the neighborhood, the amount of lighting, amount of clear zone (area beyond the edge of the traveled way**)**, and a good line of sight for the pedestrian and for the vehicles to see the pedestrian.

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. Naples Manor has two schools, a park, and various commercial activity centers. All of these and input from the people including their day to day needs and desires come into play

Before the analysis began, the CCTP staff preformed a desk audit of the Naples Manor Community by reviewing recent maps of the area, focusing on walkable destinations (libraries, schools, shopping, employment centers, parks, churches, and transit stops). Staff then conducted a walking audit of all roads and points of interest in the study area. The field data was collected from January 2009 to April 2009. Staff determined specific problem areas as well as pedestrian friendly areas. The data was reviewed by CCTP staff to determine the walkability of the roadways, and the Neighborhood.

A "Neighborhood Traffic Assessment" was developed for students, teachers, residents and business owners to evaluate their pedestrian needs and the environment in which they live.

The "Neighborhood Traffic Assessment" (NTA) was intended to gather input from the neighborhood regarding walkability and take only a few minutes to complete. This would allow individuals and business owners to do the assessment quickly without disrupting their normal day to day routine. The NTA was passed out throughout the neighborhood at various businesses and schools.



Neighborhood Traffic Assessment

Neighborhood: _____

Age: 1-10 11-15 16-20 21-40 41-65 65+

Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/Employee
(Circle all that apply)

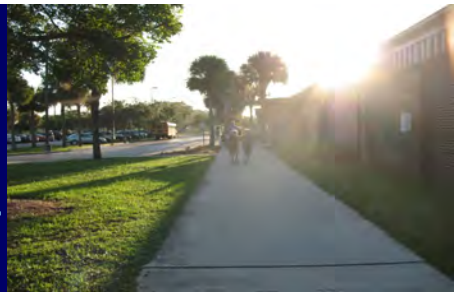
For the list below, circle the number that best

Describes the conditions in your neighborhood:

	Not a Problem →				Serious Problem
Motorist courtesy toward pedestrians	1	2	3	4	5
Traffic safety for children and elderly	1	2	3	4	5
Number of cars	1	2	3	4	5
Speeding	1	2	3	4	5
Motorist obey stop signs	1	2	3	4	5
On-street parking available	1	2	3	4	5
Pedestrians can cross streets easily	1	2	3	4	5
Traffic noise	1	2	3	4	5
Visibility of pedestrians	1	2	3	4	5
Quality of pedestrian experience	1	2	3	4	5
Other					
1._____	1	2	3	4	5
2._____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur: _____

_____

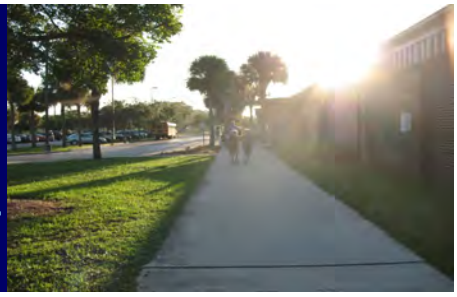


The CCTP staff distributed hundreds of surveys to local businesses, schools, and to the police station. Our target audience was anyone who walked, rode a bicycle, or drove in Naples Manor. Of those, 187 were returned from students in fifth grade, parents, teachers, and staff from Parkside Elementary school representing various members of our target audience.

Any score of 1 is ranked as no problem, scores from 2 thru 4 are ranked as a problem, and a score of 5 is ranked as a serious problem.

The results of the Neighborhood Traffic Assessment are as follows:

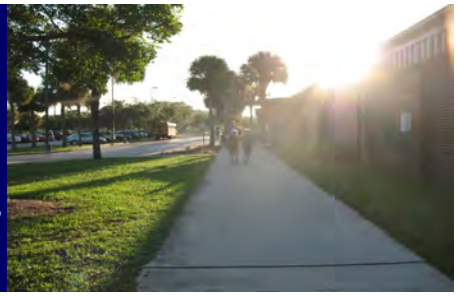
Condition	**No Problem**	**Problem**	**Serious Problem**
Motorist courtesy toward pedestrians	38%	57%	5%
Safety for children and elderly	31%	55%	14%
Number of Cars	20%	64%	16%
Speeding	16%	53%	31%
Motorist obey stop signs	43%	49%	8%
On-street parking available	32%	48%	20%
Pedestrians can cross street easily	30%	56%	14%
Traffic Noise	34%	54%	13%
Visibility of Pedestrians	38%	58%	4%
Quality of pedestrian experience	31%	60%	9%
Write in Responses			
Need more sidewalks			12%
Safety concerns			16%
Crime			7%



Naples Manor

Area Description

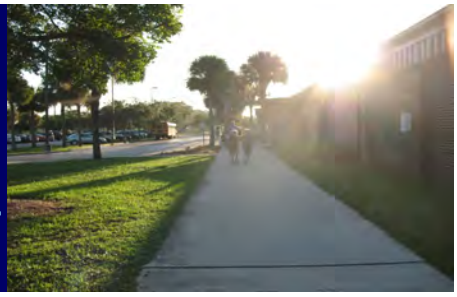
Naples Manor, a census-designated place (CDP) in Collier County, was selected for the 2009 Walkable Community Study by the Pathways Advisory Committee of the Metropolitan Planning Organization. According to the 2000 census, the population was 5,186 and there were 635 households with children under the age of 18 living with them. The average household size was 4.55 and the average family size was 4.30. The median income for a family was $37,065. About 23.6% of families and 26.5% of the population were below the poverty level. Naples Manor has a total area of 0.7 square miles. Lely High School and Park-side Elementary School are the only schools within the Naples Manor area. The schools are both located in the southeast section of the neighborhood.



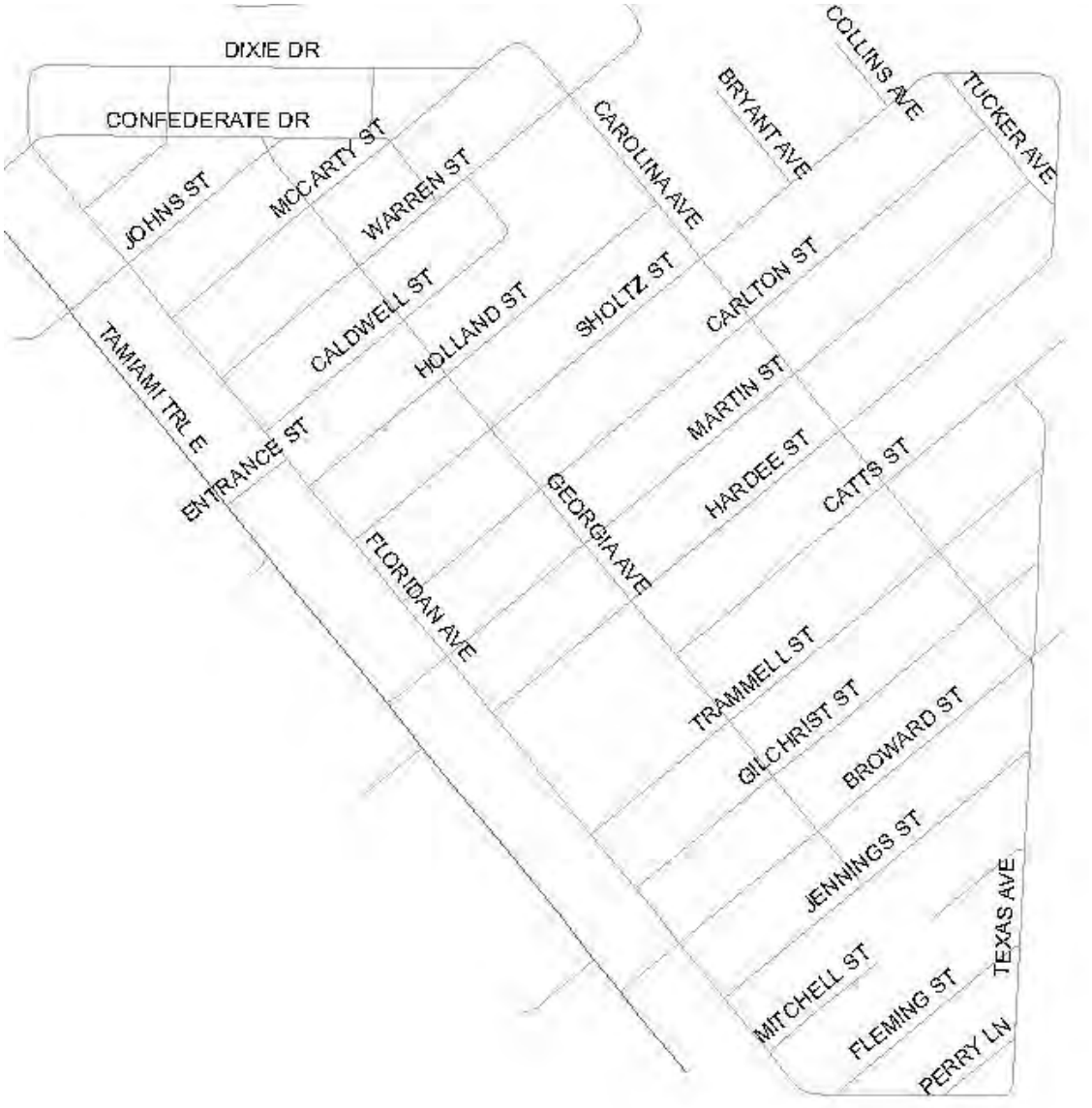
Overall Score for Naples Manor

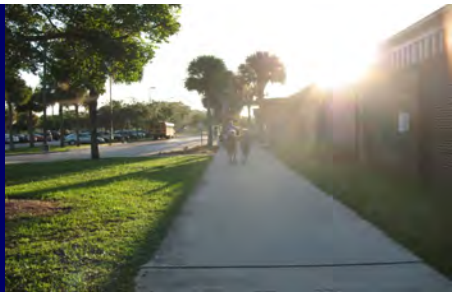
LOS	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
D	B	D	D	F	D

- **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 Naples Manor. There is a grid, but a lack of an overall sidewalk network.
- **Directness – B** – A grid is provided. This allows many opportunities for different and direct routes.
- **Continuity – D** – There are some sidewalks in the community, but they are not in any way uniform in their design, type, or location. Sidewalks range in size from 4 feet to 6 feet. Sidewalks are made of both concrete and asphalt. Clear zones range from 2 feet to 3 feet.
- **Street Crossings – D** – There is a large distance between crossings in some locations as much as 1500 feet. There are streets in Naples Manor ranging in size from 12 feet to 22 ½ 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.
- **Visual Interest and Amenities – F** – There is very little landscape associated with the roads in this neighborhood. There are few benches, trash cans, or other pedestrian features in the neighborhood.
- **Security – D** – The pedestrian does not have adequate space between the walking facility and the vehicular traffic. There are not enough street lights for this area. There are issues with criminal activity in the neighborhood. There is a sheriff substation in the neighborhood.

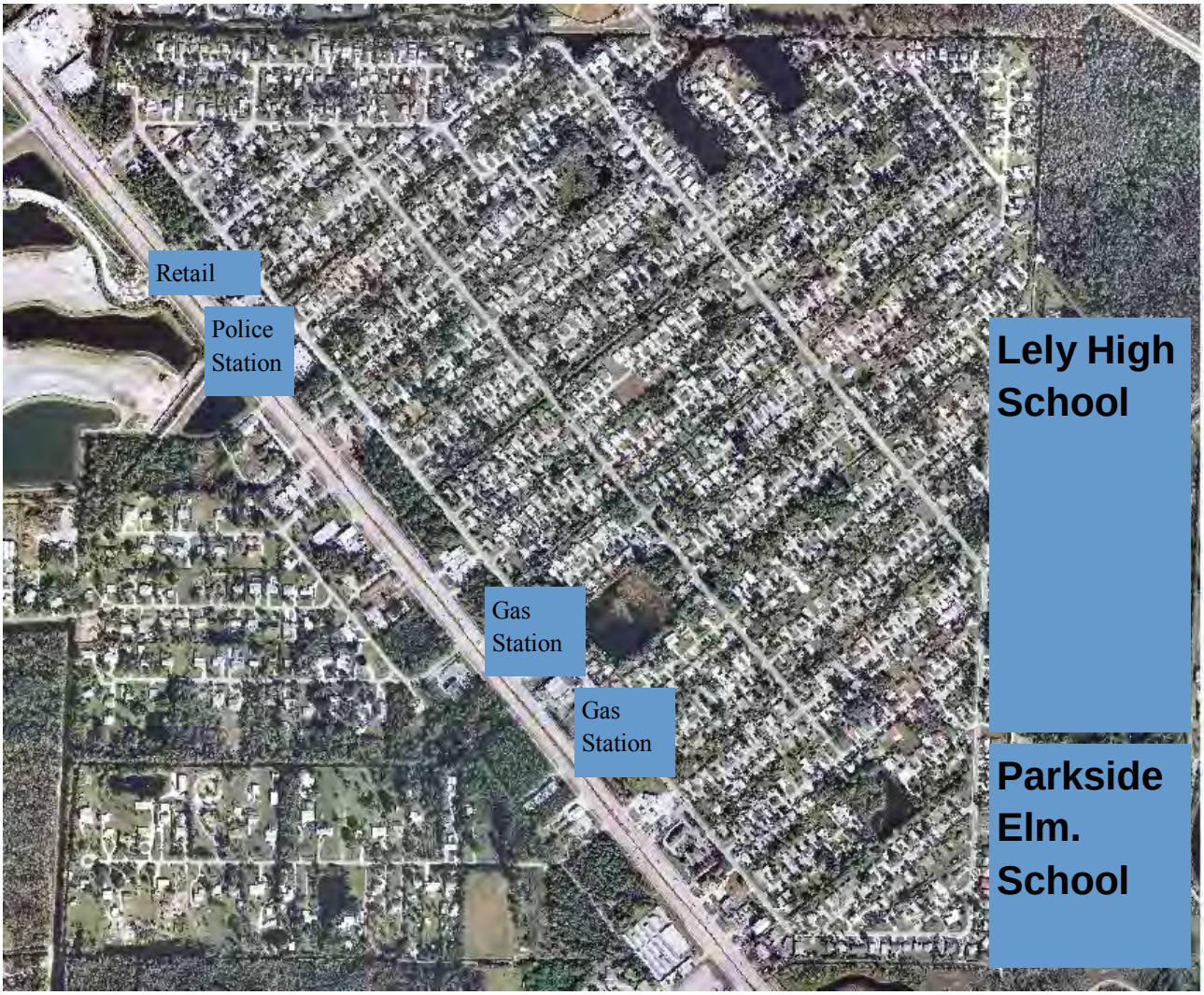


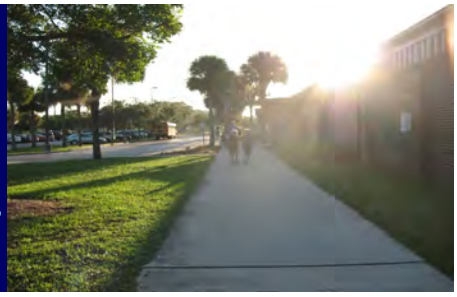
Study Area Map



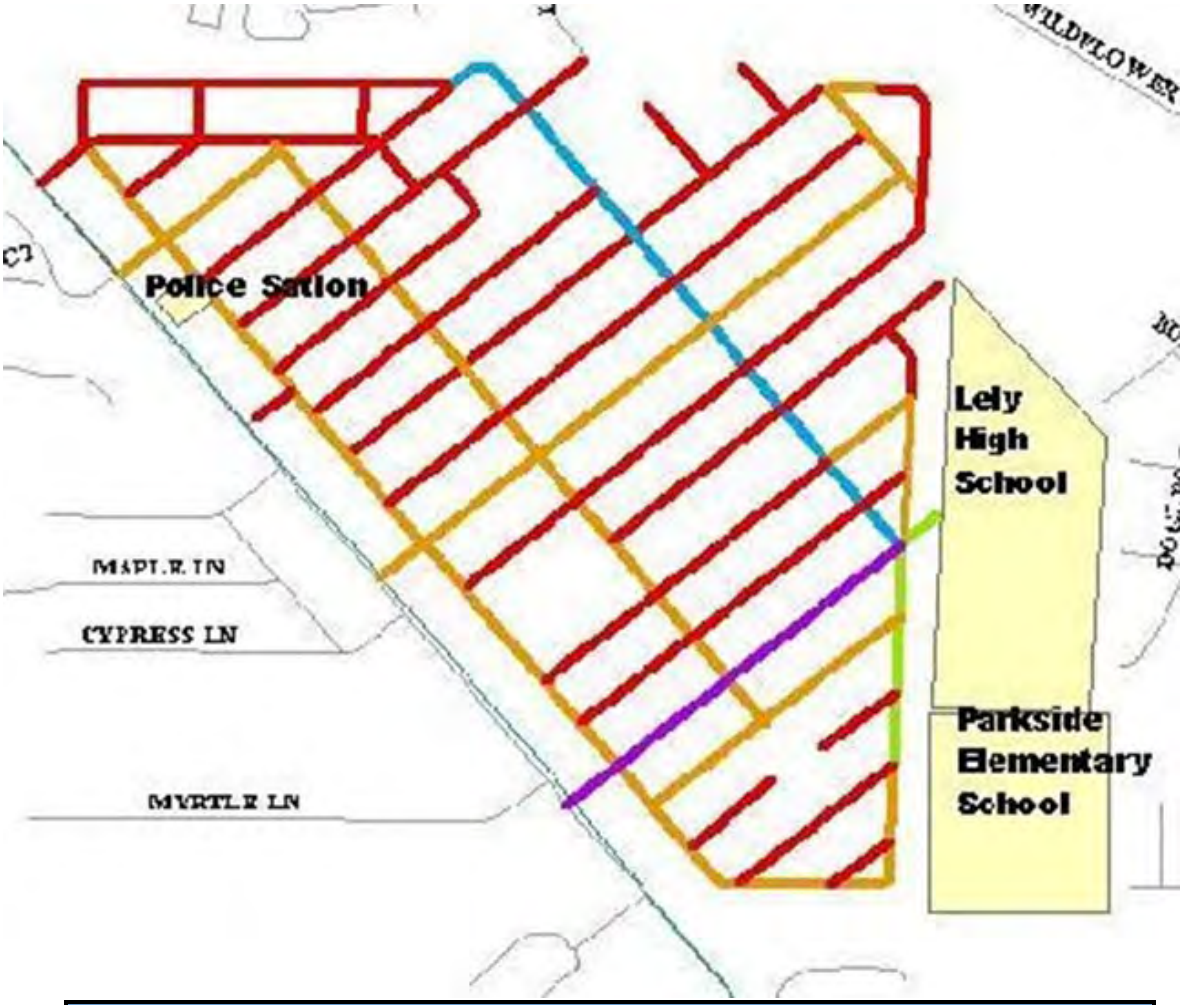


Key Locations

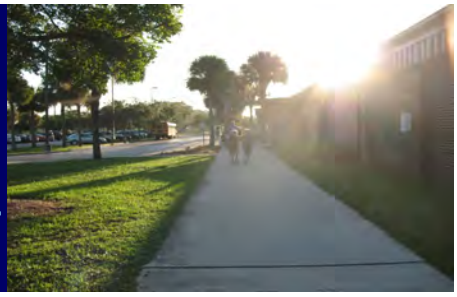




Existing Street Conditions

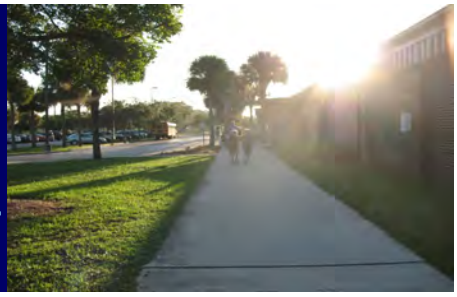


Legend	
Red	No bicycle or pedestrian facilities
Purple	Shoulder on one side of the road
Blue	Bike Lanes
Orange	Sidewalk on one side of the road
Green	Sidewalks on both sides of the road

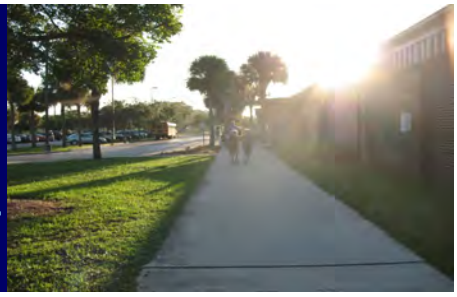


Needs By Tier

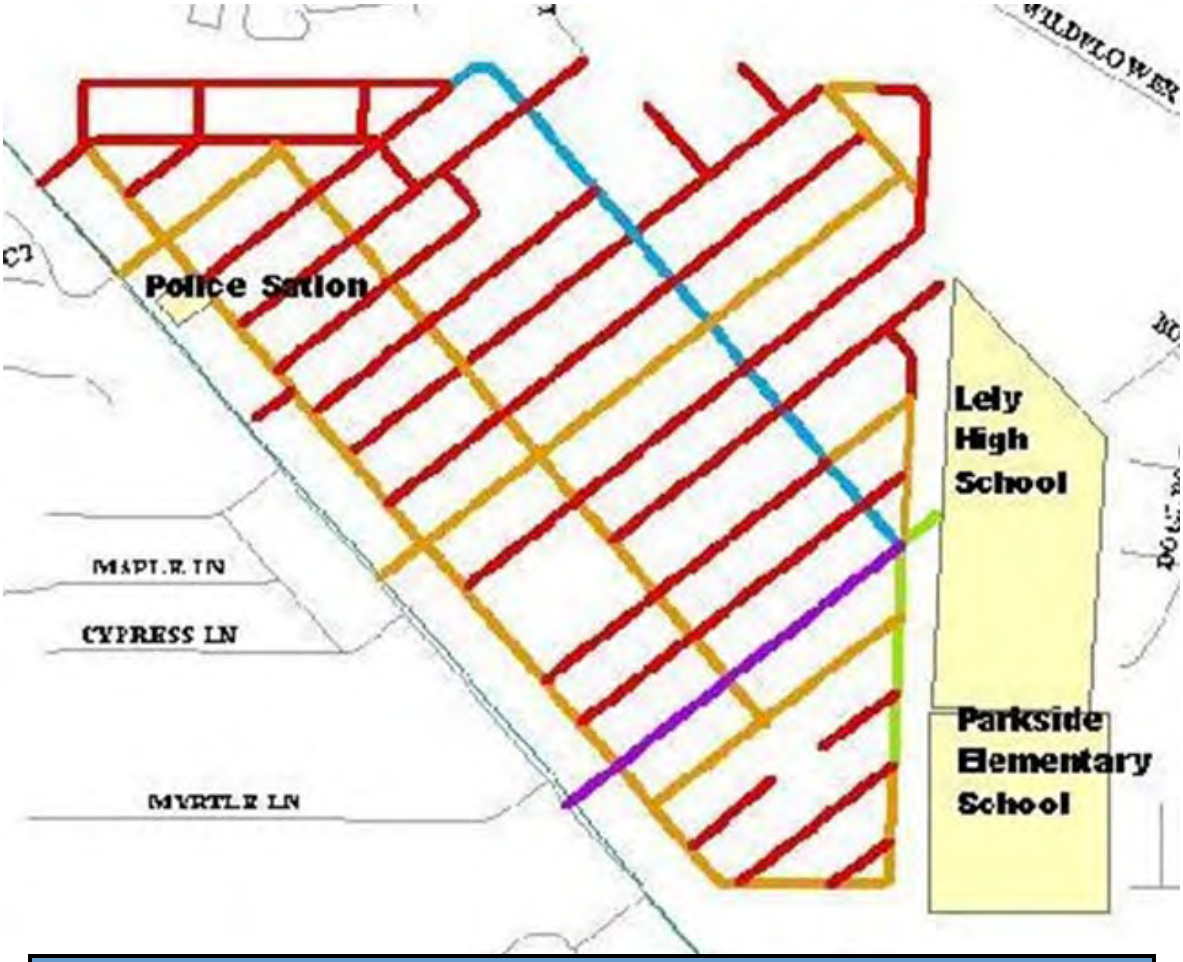
Legend	
Tier 1 (Red)	The greatest need areas in Naples Manor for Pedestrian facilities. These roads are a higher priority due to the close proximity to two public schools
Tier 2 (Yellow)	Sidewalks that are needed to complete the sidewalk grid for Naples Manor
Tier 3 (Blue)	Sidewalks should be built only after all other are completed



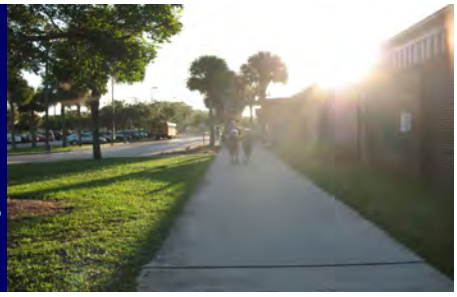
Tier 1	Tier 2	Tier 3
Broward Street	Caldwell Street	Alabama Avenue
Carolina Avenue	Carlton Street	Bryant Avenue
Flemming Street	Catts Street	Collins Avenue
Georgia Avenue	Collins Street	Collins Court
Gilchrist Street	Entrance Street	Confederate Drive
Hardee Street	Floridan Avenue	Dixie Drive
Jennings Street	Holland Street	McCarty Court
Texas Avenue	John Street	Mitchell Street
Trammel Street	Martin Street	Perry Lane
	McCarty Street	Tucker Avenue
	Sholtz Street	
	Warren Avenue	



Recommendations

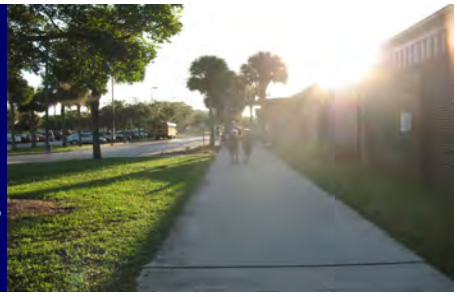


Legend	
Red	Build 5 foot sidewalks on both sides of the road and add street lighting
Purple	Narrow the shoulder and build 5 foot sidewalks on both sides of the road, add street lighting, and add street furniture
Blue	Narrow the bike lanes and build 5 foot sidewalks on both sides of the road, add street lighting
Orange	Build a 5 foot sidewalk on the other side of the road, add street lighting
Green	Nothing is needed at this time



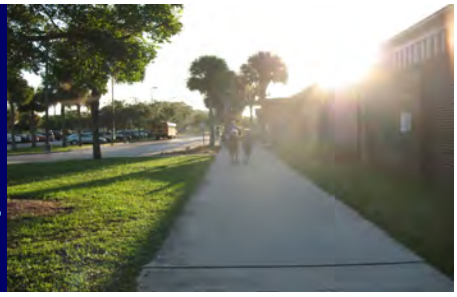
Level of Service by Street Name

Naples Manor	Directness	Continuity	Street Crossings	Visual Interest & Amenity	Security
Alabama Avenue	A	F	F	F	F
Broward Street	A	B	B	D	C
Bryant Avenue	F	F	F	F	F
Caldwell Street	A	D	F	F	D
Carlton Street	B	F	F	F	F
Carolina Avenue	A	D	F	F	F
Catts Street	C	F	F	F	F
Collins Avenue	D	F	F	F	F
Collins Court	A	F	F	F	F
Collins Street	A	D	D	F	F
Confederate Drive	A	F	D	F	F
Dixie Drive	A	F	F	F	F
Entrance Street	A	B	C	D	C
Flemming Street	D	F	F	F	F
Floridan Avenue	A	B	B	B	B
Georgia Avenue	A	C	C	C	C
Gilchrist Street	B	F	F	F	F
Hardee Street	B	F	F	F	F
Holland Street	A	D	F	F	F
Jennings Street	A	A	A	C	C
John Street	A	A	A	C	B
Martin Street	A	A	C	F	C
McCarty Court	A	F	F	F	F
McCarty Street	A	D	D	F	F
Mitchell Street	D	F	F	F	F
Perry Lane	D	F	F	F	F
Sholtz Street	A	F	D	F	F
Texas Avenue	A	F	D	F	F
Trammel Street	B	F	F	F	F
Tucker Avenue	A	A	C	F	D
Warren Avenue	A	D	F	F	C



Level of Service by Overall Grade

Naples Manor	Directness	Continuity	Street Crossings	Visual Interest & Amenity	Security
Bryant Avenue	F	F	F	F	F
Collins Avenue	D	F	F	F	F
Flemmings Street	D	F	F	F	F
Mitchell Street	D	F	F	F	F
Perry Lane	D	F	F	F	F
Catts Street	C	F	F	F	F
Carlton Street	B	F	F	F	F
Gilchrist Street	B	F	F	F	F
Hardee Street	B	F	F	F	F
Trammel Street	B	F	F	F	F
Alabama Avenue	A	F	F	F	F
Collins Avenue	A	F	F	F	F
Dixie Drive	A	F	F	F	F
McCarty Court	A	F	F	F	F
Carolina Avenue	A	D	F	F	F
Confederate Drive	A	F	D	F	F
Holland Street	A	D	F	F	F
Sholtz Street	A	F	D	F	F
Texas Avenue	A	F	D	F	F
Caldwell Street	A	C	F	F	D
Collins Street	A	D	D	F	F
McCarty Street	A	D	D	F	F
Warren Avenue	A	D	F	F	C
Tucker Avenue	A	A	C	F	D
Entrance Street	A	B	C	D	C
Georgia Avenue	A	C	C	C	C
Martin Street	A	A	C	F	C
Broward Street	A	B	B	D	C
Floridan Avenue	A	B	B	B	B
Jennings Street	A	A	A	C	C
Johns Street	A	A	A	C	B



Tier 1 (alphabetical sort)

Broward Street

Carolina Avenue

Flemming Street

Georgia Avenue

Gilchrist Street

Hardee Street

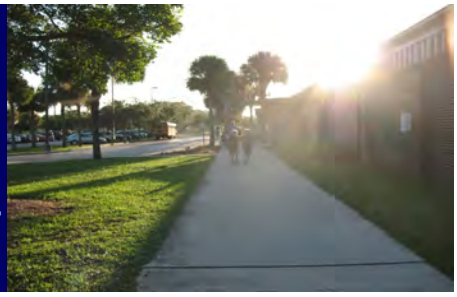
Jennings Street

Texas Avenue

Trammel Street

Reminder:

Tier 1 is the highest priority. These roads are a higher priority due to their close proximity to two public schools. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority.



Broward Street

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

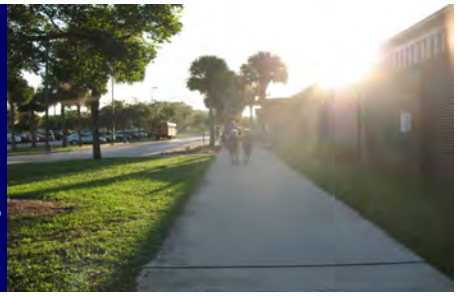
Existing Condition: This road is 21 feet wide, and has a shoulder on one side of the road. The road has traffic calming in the form of speed humps. This has a high volume of bicycle and pedestrian traffic.

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 the east or west 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



Carolina Avenue

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

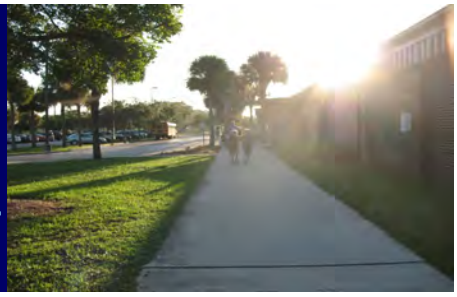
Existing Condition: This road is 19 feet wide. There are shoulders on both sides of the road. This is used by the school children when they are walking to and from school.

Recommendation: This route to school should be updated with full pedestrian features. 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 the north or south 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



Flemming Street

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

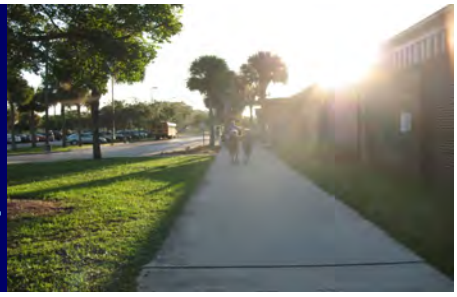
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connects to the existing sidewalk on Texas Avenue.

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

Phase 1: Add a five foot sidewalk on both sides of the road due to the length of the road.

Phase 2: Add street lighting

Phase 3: Add street furniture



Georgia Avenue

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

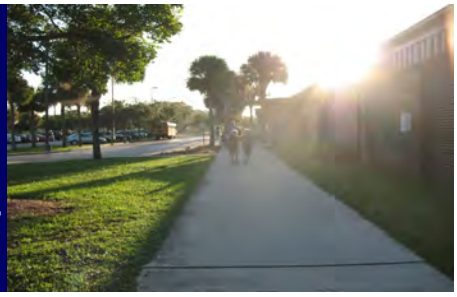
Existing Condition: This road is 22 feet wide with a five foot asphalt sidewalk on one side of the road with a three foot clear zone.

Recommendation: Check the condition of the existing sidewalk if it doesn't meet the ADA requirements replace it with a five foot concrete sidewalk. Add five foot wide sidewalks to the other side of the road, provide street lighting, and add street furniture.

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

Phase 2: Check sidewalk on the north side of the road for ADA compliance, and replace if needed

Phase 3: Add street furniture and street lighting



Gilchrist Street

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

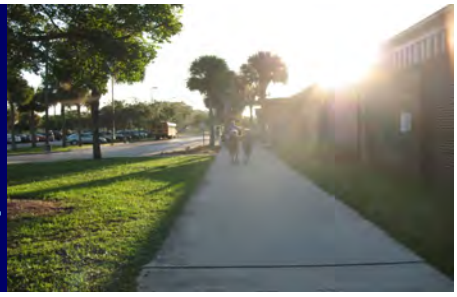
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connects to the existing sidewalks on Floridan Avenue, Georgia Avenue, and the bike lane on Broward Street.

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

Phase 1: Add a five foot sidewalk to the east or west side of the road

Phase 2: Add a five foot sidewalk to the remaining side of the road

Phase 3: Add street lighting and street furniture



Hardee Street

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

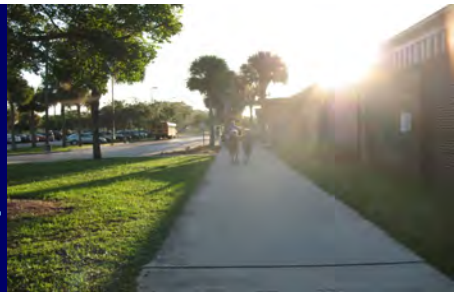
Existing Condition: This road is 17 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connect to the existing sidewalks on Floridan Avenue, Georgia Avenue, and the bike lane on Broward Street.

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

Phase 1: Add a five foot sidewalk on the east or west side of the road

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

Phase 3: Add street lighting and street furniture



Jenning Street

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

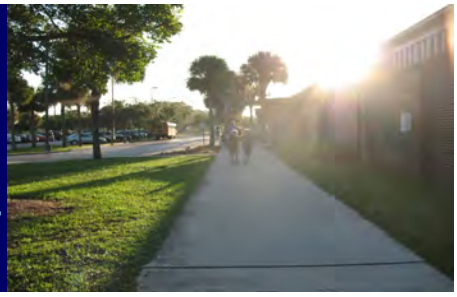
Existing Condition: This road is 18 feet wide with a six foot concrete sidewalk on one side of the road with a three foot clear zone. This sidewalk is connected to the sidewalks on Texas Avenue, Georgia Avenue, and Floridan Avenue.

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 north side of the road

Phase 2: Check the sidewalk on the south side of the road for ADA compliance, and add street lighting

Phase 3: Add street furniture



Texas Avenue

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

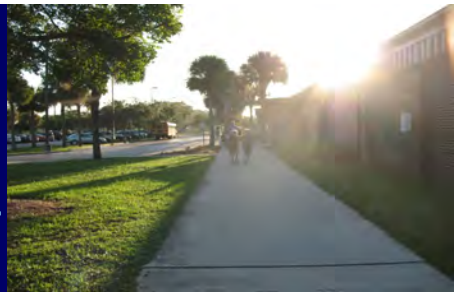
Existing Condition: This road is 18 feet wide and has a segmented pedestrian facility, no street lights, or landscaping.

Recommendation: Add five foot wide sidewalks to connect to the other segments, provide street lighting, and add street furniture.

Phase 1: Build a five foot sidewalk on the west side from Floridan Avenue to the existing sidewalk on Texas Avenue to complete the connection to the school

Phase 2: Finish the five foot sidewalk on the east side of the road

Phase 3: Add street lighting and street furniture



Trammel Street

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

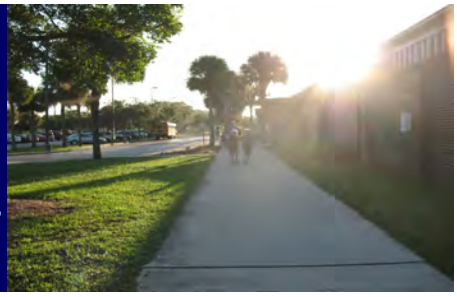
Existing Condition: This road varies from 18 to 19 feet. The road has no pedestrian facilities, no streetlights, no landscaping, and no street furniture. This road connects to the existing sidewalks on Floridan Avenue, Georgia Avenue, and the bike lane on Broward Street.

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 the east or west side of the road

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

Phase 3: Add street lighting and street furniture



Tier 2 (alphabetical sort)

Caldwell Street

Carlton Street

Catts Street

Collins Street

Entrance Street

Floridan Avenue

Holland Street

John Street

Martin Street

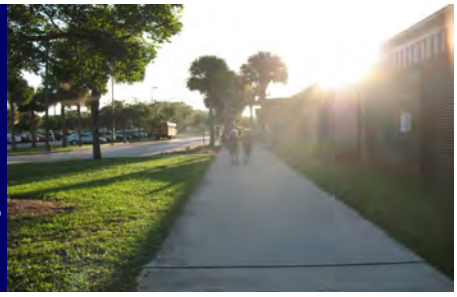
McCarty Street

Sholtz Street

Warren Avenue

Reminder:

Tier 2 is the mid level priority. These sidewalks are needed to complete the side-walk grid for Naples Manor. Each location will have phases to allow flexibility for construction, where phase one is the highest priority and phase three is the lowest priority.



Caldwell Street

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

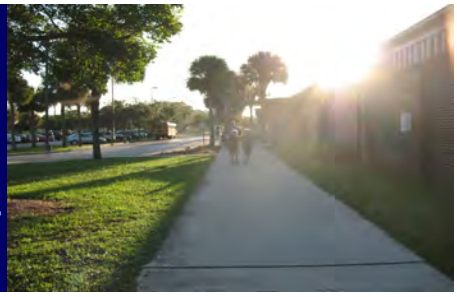
Existing Condition: This road is 17 feet wide and has no pedestrian amenities. This road connects to the existing sidewalks on Floridan Ave and Georgia Ave.

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 the east or west 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



Carlton Street

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

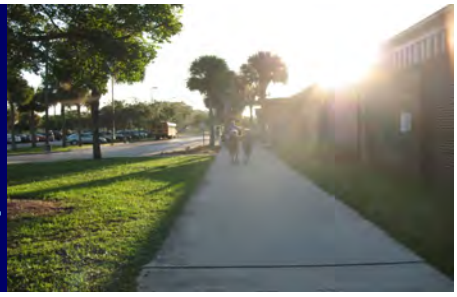
Existing Condition: This road is 17 feet wide. The road has no pedestrian facilities, no streetlights, no landscaping, and no street furniture. This road connects to the existing sidewalks on Floridan Avenue, Georgia Avenue, and the bike lane on Broward Street.

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 the east or west 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



Catts Street

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

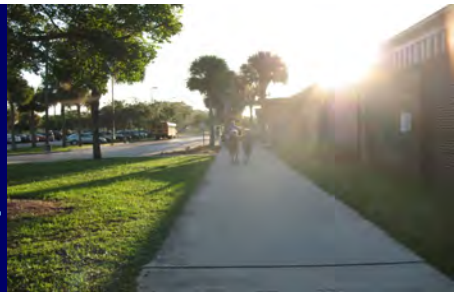
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connects to the existing sidewalks on Georgia Avenue, and the bike lane on Broward Street.

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 to the east or west side of the road

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

Phase 3: Add street furniture and street lighting



Collins Street

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

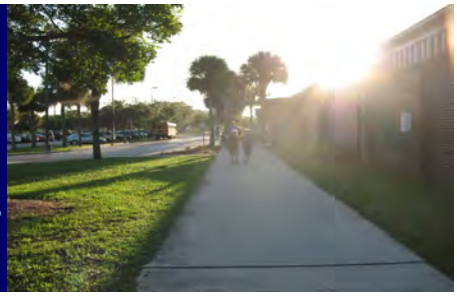
Existing Condition: This road is 16 feet wide. The road has no pedestrian facilities, no street lights or landscape. The road connects to Floridan which has pedestrian features.

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

Phase 1: Build five foot sidewalk on both sides due to the street length

Phase 2: Add street lighting

Phase 3: Add street furniture



Entrance Street

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

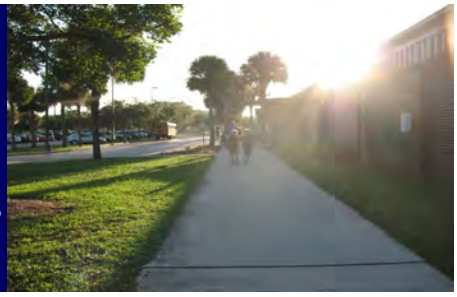
Existing Condition: This road is 20 feet wide. The road has not pedestrian facilities, no street lights or landscape. This road connects to the existing sidewalk on US 41.

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 both sides of the road due to street length

Phase 2: Add street lighting

Phase 3: Add street furniture



Floridan Avenue

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

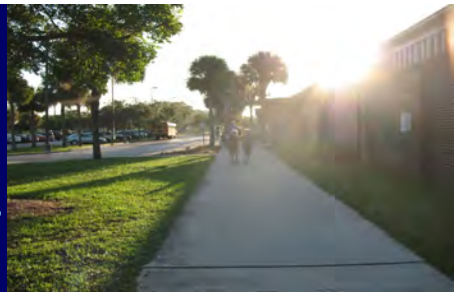
Existing Condition: This road is 20 feet wide and has a six foot concrete sidewalk on one side of the road with a two and half foot clear zone. There are CAT bus stops on this road. There is a police station on this road. The road leads to the Elementary School, and many businesses. The sidewalk leading to those activities centers is already built, thus making this a tier 2 project.

Recommendation: Build a six foot concrete sidewalk on the north side of the road. Add more street lighting.

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

Phase 2: Add street lighting

Phase 3: Add street furniture



Holland Street

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

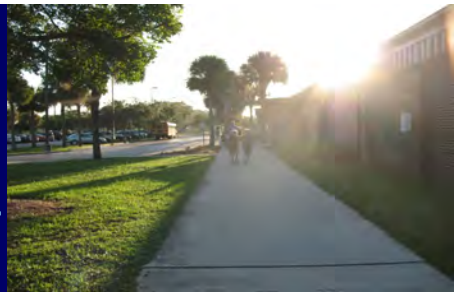
Existing Condition: This road is 19 feet wide. The road has not pedestrian facilities, no street lights or landscape. This road connects to the existing sidewalks on Floridan Ave, Georgia Ave, and the Bike Lane on Broward Street.

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 the east or west 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



John Street

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

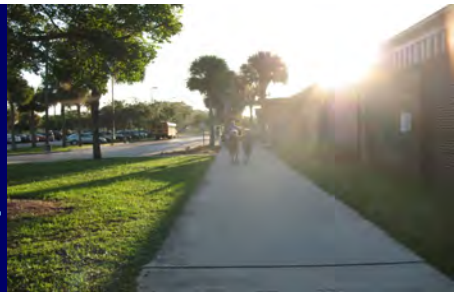
Existing Condition: This road is 18 feet wide and has a five foot concrete sidewalk on one side of the road with a three foot clear zone. This sidewalk is connected to the sidewalks on Floridan Avenue and Georgia Avenue. This road is in close proximity to the police station.

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

Phase 1: Build sidewalks on the west side of the road

Phase 2: Add street lighting

Phase 3: Add street furniture



Martin Street

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

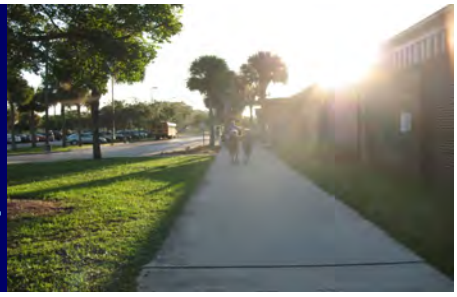
Existing Condition: This road is 17 feet wide. The road has a five foot asphalt sidewalk on one side with a three foot clear zone. This road connects to the existing sidewalks on Floridan Avenue, Georgia Avenue, and the bike lane on Broward Street.

Recommendation: Check the condition of the existing sidewalk if it doesn't meet the ADA requirements replace it with a five foot concrete sidewalk. Add a five foot wide sidewalk to the other side of the road, provide street lighting, and add street furniture.

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

Phase 2: Check the existing sidewalk for ADA, and replace if needed

Phase 3: Add street lighting and street furniture



McCarty Street

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

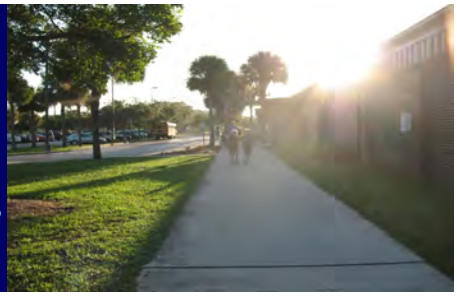
Existing Condition: This road is 19 feet wide. The road has no pedestrian facilities, no street lights or landscape. The road connects to Floridan which has pedestrian features.

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 the east or west 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



Sholtz Street

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

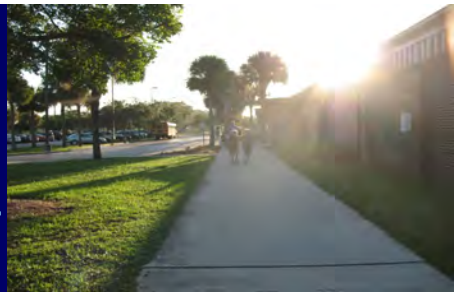
Existing Condition: This is a 21 foot wide road with no sidewalks.

Recommendation: Build a five foot wide side walk on both sides of the road to connect to the existing sidewalk on Floridan Avenue, Georgia Avenue, and Tucker Avenue. Add street lighting to increase security.

Phase 1: Build a five foot sidewalk on the east or west side of the road

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

Phase 3: Add street lighting and street furniture



Warren Street

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

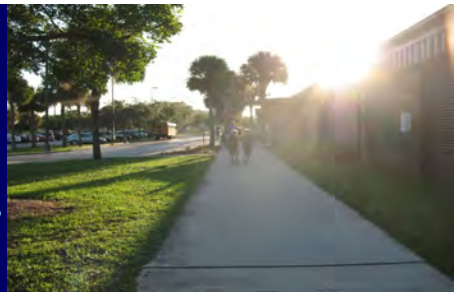
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connects to the existing sidewalks on Floridan Ave, Georgia Ave, and the Bike Lane on Broward Street.

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

Phase 1: Add five foot sidewalk on the east or west side of the road

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

Phase 3: Add street furniture and street lighting



Tier 3 (alphabetical sort)

Alabama Avenue

Bryant Avenue

Collins Avenue

Collins Court

Confederate Drive

Dixie Drive

McCarty Court

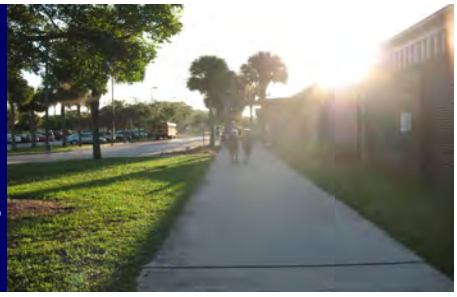
Mitchell Street

Perry Lane

Tucker 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.



Alabama Avenue

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

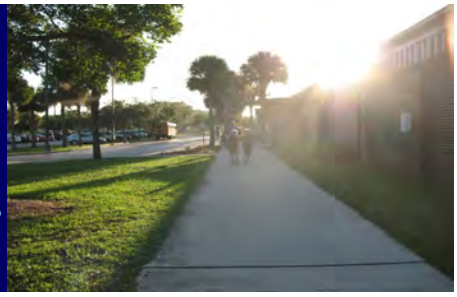
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, and only minimal landscaping.

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 the north or south 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



Bryant Avenue

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

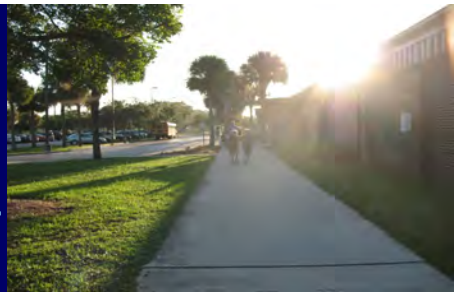
Existing Condition: This road is 17 feet wide and has no pedestrian facilities, no street lights, and only minimal landscaping.

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 both sides of the road due to the length of the avenue

Phase 2: Add street lighting

Phase 3: Add street furniture



Collins Avenue

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

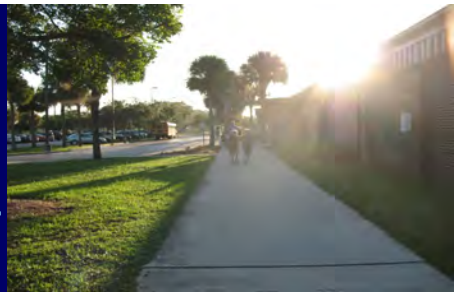
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connect to the existing sidewalk on Floridan Avenue.

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

Phase 1: Add a five foot sidewalk to both sides of the road due to the length of the avenue

Phase 2: Add street lighting

Phase 3: Add street furniture



Collins Court

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

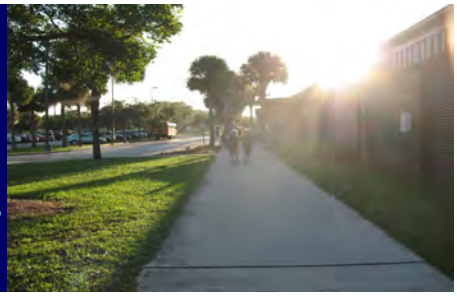
Existing Condition: This road is 12 feet wide and has no pedestrian facilities, no street lights, or landscaping.

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

Phase 1: Add five foot sidewalk on both sides of the road due to the length of the court

Phase 2: Add street lighting

Phase 3: Add street furniture



Confederate Drive

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

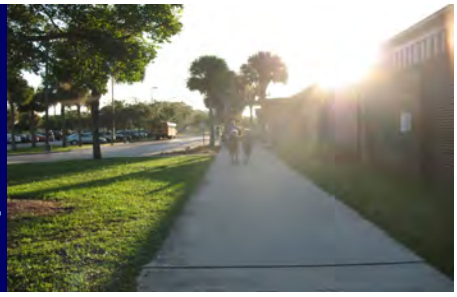
Existing Condition: This road is 21 feet wide and has no pedestrian facilities, no street lights, and no landscaping. The road narrows to 19 feet wide from Floridan Avenue to McCarty Street.

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 the east or west 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



Dixie Drive

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

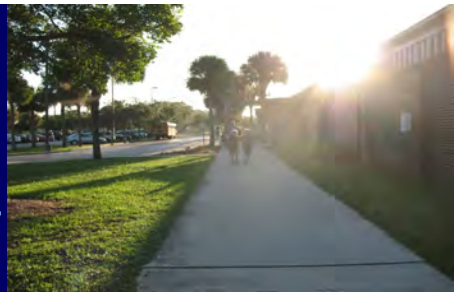
Existing Condition: This road is 22 feet wide and has no pedestrian facilities, no street lights, or landscaping. The road connects to Floridan which has pedestrian features.

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

Phase 1: Add a five foot sidewalk to the east or west side of the road

Phase 2: Add a five foot sidewalk to the remaining side of the road

Phase 3: Add street furniture and street lighting



McCarty Court

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

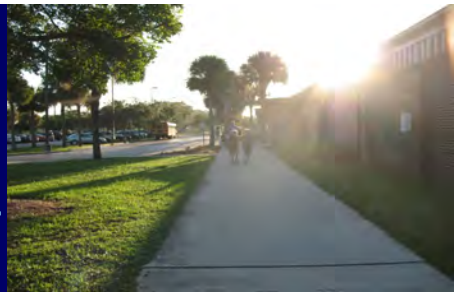
Existing Condition: This road is 17 feet wide and has no pedestrian facilities, no street lights, or landscaping.

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

Phase 1: Build five foot sidewalk to both sides of the road due to the length of the court

Phase 2: Add street lighting

Phase 3: Add street furniture



Mitchell Street

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

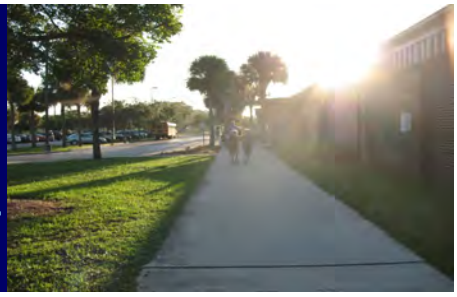
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connects to the existing sidewalk on Texas Avenue.

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 both sides of the road due to the length of the street

Phase 2: Add street lighting

Phase 3: Add street furniture



Perry Lane

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

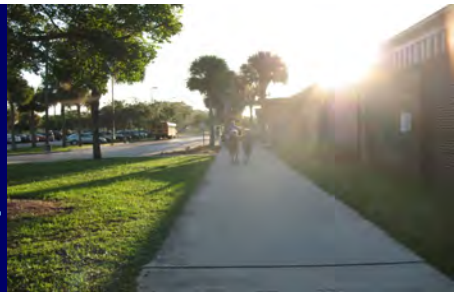
Existing Condition: This road is 18 feet wide and has no pedestrian facilities, no street lights, or landscaping. This road connects to the existing sidewalk on Texas Avenue.

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 both sides of the road due to the length of the lane

Phase 2: Add street lighting

Phase 3: Add street furniture



Tucker Avenue

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

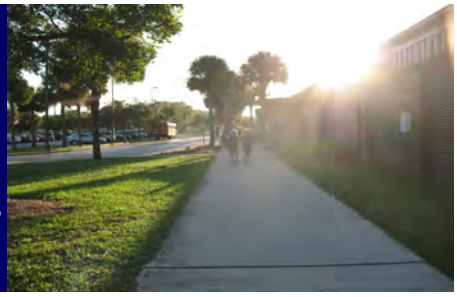
Existing Condition: This road is 17 feet wide with a six foot concrete sidewalk on one side with a three foot clear zone. This road connects to the existing sidewalk on Martin Street.

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

Phase 1: Build a five foot sidewalk on the missing sections of the road

Phase 2: Add street lighting

Phase 3: Add street furniture



Glossary of terms

- **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.**

Collier MPO