Pedestrian / Bicycle Safety Audit

US 41 from Commercial Drive to Guilford Road
Airport Pulling Road from US 41 to Estey Avenue

Task Work Order No. 10
District-wide Safety Study and Minor Design
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Introduction

The Collier Metropolitan Planning Organization (MPO)'s *Comprehensive Pathways Plan*, last updated in 2012, was developed to assist the MPO's Pathways Advisory Committee (PAC) in identifying and prioritizing pedestrian and bicycle projects for funding. In the *Comprehensive Pathways Plan*, safety was identified as both an overall goal and a factor by which to evaluate projects for funding prioritization. The Collier MPO Board has voiced support for this goal as well, both in adopting the Plan and in supporting more recent planning efforts. The goal of the *Comprehensive Pathways Plan* to reduce bicycle and pedestrian fatalities and severe injury crashes is consistent with those expressed in the *Florida Strategic Highway Safety Plan.* Both the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) refer to bicyclists and pedestrians as *vulnerable* road users.The action plan identifies a number of "action items" to be undertaken by responsible agencies on a short-term and long-term basis. One of the short-term action items is to conduct Pedestrian / Bicycle Road Safety Audits (RSAs) on known high-crash corridors with participation and support from all stakeholder agencies.

In February, 2014, the Collier MPO completed the *Pedestrian and Bicycle Safety Study.* The study took an in-depth look at the pedestrian and bicycle crash data for the entire County. As an outcome of this Study, the MPO and the PAC, along with the FDOT District One, selected the two high pedestrian / bicycle crash corridors of US 41 and Airport Pulling Road for further study which included conducting a formal Pedestrian / Bicycle RSA. The specific corridor limits are as follows:

- US 41 from Commercial Drive / Palm Street to Guilford Road
- Airport Pulling Road from US 41 to Estey Avenue

These corridors were selected by the MPO based on the historical pedestrian / bicycle crash data for the five year period from 2008 through 2012. The section of US 41 from Airport Pulling Road to Commercial Drive / Palm Street also ranks #5 on the FDOT District One's high crash corridor list for the entire District.

As a major stakeholder in the effort to reduce traffic fatalities and serious injuries in Collier County, the FDOT District One Safety Office commissioned the two pedestrian / bicycle corridor safety audits to be led by its safety studies consultant. The consultant was tasked with coordinating with the FDOT and local stakeholders to identify the RSA team members, collect and analyze pedestrian and bicycle crash data for each corridor, collect and analyze pedestrian and bicycle count data and perform preliminary site reviews. Subsequent to these initial activities, the consultant was tasked to assemble the RSA team and conduct a pre-site review meeting, lead the RSA field review, conduct the post-site review meeting of the RSA members and prepare the pedestrian / bicycle road safety audit report.

RSA Team

The RSA team was comprised of one or more representatives from the following agencies or organizations:

- FDOT District One Safety Office
- Collier MPO

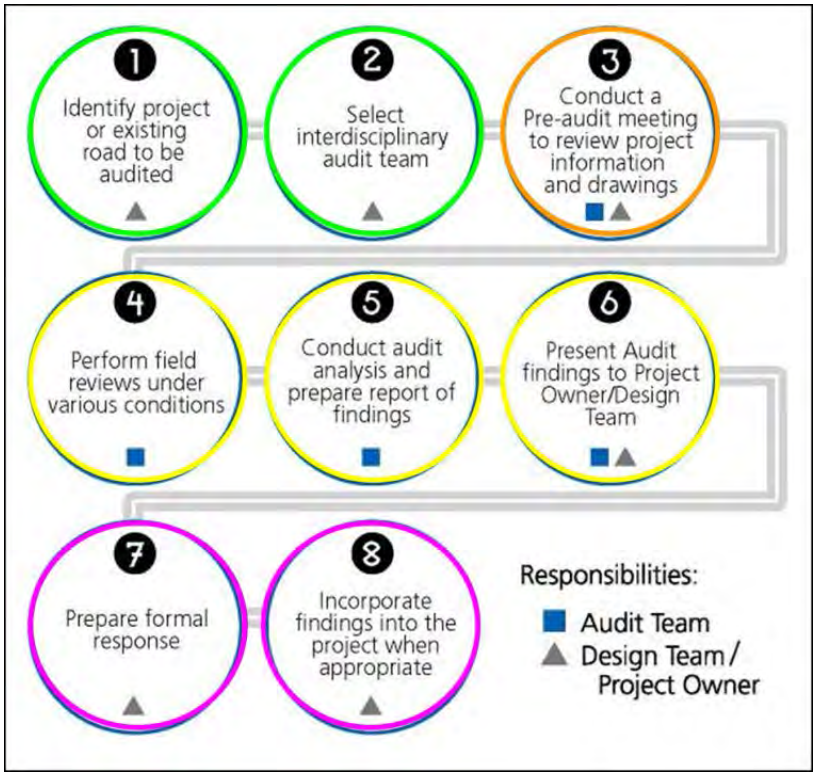
- Collier MPO Pathways Advisory Committee
- Collier County Traffic Operations
- Collier County Transportation Planning

The Collier County Sheriff's office was invited but unable to attend due to lack of availability of staff. A listing of individuals, by name and organization, who participated in this pedestrian / bicycle RSA, is contained in ***Appendix A.***

Pedestrian / Bicycle RSA Methodology

To the extent practical, the methodology followed for the pedestrian / bicycle RSAs was consistent with the principles and procedures established by the FHWA and presented in the following publications*: Road Safety Audit Guidelines* (2005), *Pedestrian Road Safety Audit Guidelines and Prompt Lists* (2007) and *Bicycle Road Safety Audit Guidelines and Prompt Lists* (2012).

The road safety audit process is depicted in the figure below. Steps 1 and 2 of the process generally involve the agency owning the facility to be audited and the audit leader. Steps 3, 4 and 5 involve the audit team leader and the RSA team, with the audit team leader generally completing the audit report (Step 5). After Step 6, where the RSA team leader presents to the owner the findings and suggestions for improving the safety of the facility, it is incumbent on the owner to respond to the safety suggestions and implement those that are approved and funded (Steps 7 and 8).



The pre-audit meeting (Step 3) for the first corridor was held the morning of February 4, 2015 at the offices of the Collier County Human Resources at the Collier County Government Building. The consultant conducted a PowerPoint presentation explaining the origin and purpose of the RSAs as described above. An explanation of the RSA process followed. The consultant then presented pedestrian / bicycle count data, crash experience and some key issues for each of the two corridors that were gleaned from the data analysis and preliminary field reviews performed earlier by the consultant team. A copy of the RSA presentation is included in ***Appendix B***. Finally, the consultant distributed pedestrian / bicycle RSA crash summaries and aerial graphics depicting the crashes and 11-hours of pedestrian and bicycle count data collected. Following the pre-audit meeting, the RSA team travelled to the first corridor to conduct the field review (Step 4.)

During the field review, the RSA team members gathered their input and recorded their observations. The RSA team reviewed the northern section of the US 41 corridor, from Airport Pulling Road to Commercial Drive, for several hours and then adjourned for lunch. The team reassembled and reviewed the entire Airport Pulling Road corridor in the early afternoon, where a similar field review was conducted. When the RSA team determined that their observations were complete, the team gathered at the Collier County Government Complex and collectively reviewed the issues identified at the two corridors (Step 5). Safety issues, their degree of hazard and alternative countermeasures to improve pedestrian and bicycle safety, were discussed as much as practical. At the close of the analysis meeting, the RSA team leader summarized the issues and countermeasures to obtain consensus from the team for their inclusion in the report.

The southern segment of US 41, form Airport Pulling Road to Guilford Road, was reviewed on Thursday February 5, 2015. The RSA team leader conducted the pre-audit meeting, presenting the pedestrian / bicycle count data, crash experience and key issues. The team then reviewed the remaining corridor together in a vehicle due to the rainy weather. Following the field review the team reassembled at the meeting point and reviewed the safety issues and countermeasures. At this time the team summarized all issues and suggestions for both corridors.

Data Collection and Analysis

In preparation for the pedestrian / bicycle road safety audits for the two corridors, the consultant collected pedestrian / bicycle crash data and pedestrian / bicycle movement counts. All this data was mapped on aerial photographs to be used as base maps for the field reviews.

Crash Analysis

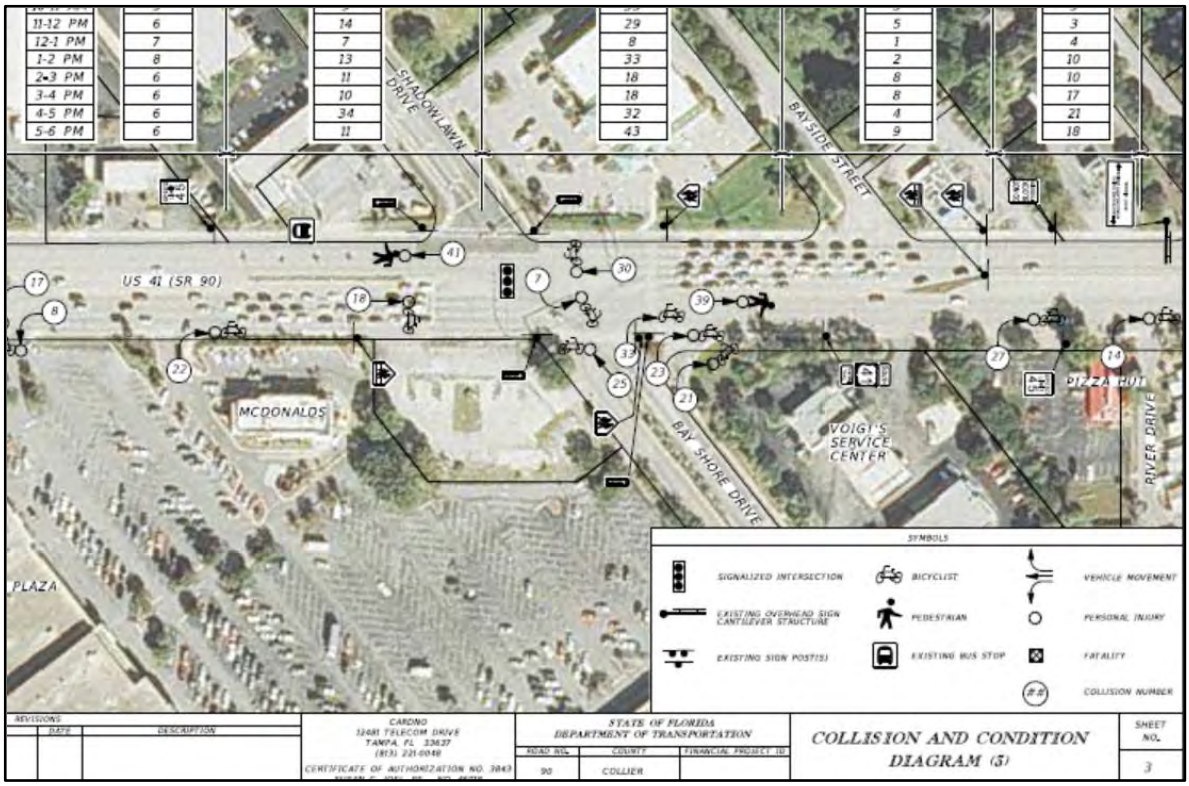
An investigation of crashes involving either pedestrians or bicyclists was conducted for the period of January 1, 2009 through December 31, 2014. Crash information was obtained from various resources including FDOT's Crash Analysis Reporting System (CAR), the University of Florida's Signal Four Analytics database and from the Collier MPO. A summary of relevant crash data is shown in the crash summary tables for the specific study corridor. These crash summaries are included in ***Appendix C***. A collision diagram of the pedestrian / bicyclist crash by location is also shown on the corridor aerials. Further discussion of the bicycle and pedestrian crashes is contained in the crash analysis section within each of the individual corridor narratives presented later in this report.

Pedestrian / Bicycle Movement Counts

A pedestrian / bicycle count was conducted on January 14 and 15, 2015 for 11 consecutive hours from 7:00 AM to 6:00 PM. Counts were recorded for pedestrians and bicyclists crossing US 41 and crossing Airport Pulling Road. The counts included those utilizing the signalized intersection crosswalks across the main streets and those crossing the roadways between the signalized intersections; the latter representing an unprotected mid-block crossing. The count distinguished pedestrians from bicyclists; but the represented volumes on the aerials are a combined count of both pedestrians and bicyclists. Additional counts for selected locations on US 41 (three spots) and Airport Pulling Road (one spot) were collected for the same consecutive time periods on March 3 and 4, 2015. Complete pedestrian and bicycle movement count data is contained in ***Appendix D***.

Collision and Condition Diagrams

Aerial photographs of the study corridor were collected and set up as 11”x17” plan sheets. On these plans sheets were placed the pedestrian / bicycle movement counts, existing signage and collision diagrams developed from the police crash report narratives and diagrams. Pedestrian and bicyclists are also part of transit users. Transit stops are noted on the aerials and the yearly ridership numbers for the stops within the two corridors are noted in ***Appendix D.*** An example of the 11” x 17” collision and condition diagrams is shown below. The complete plan set for US 41 and Airport Pulling Road is included in ***Appendix E***.



Nighttime Review

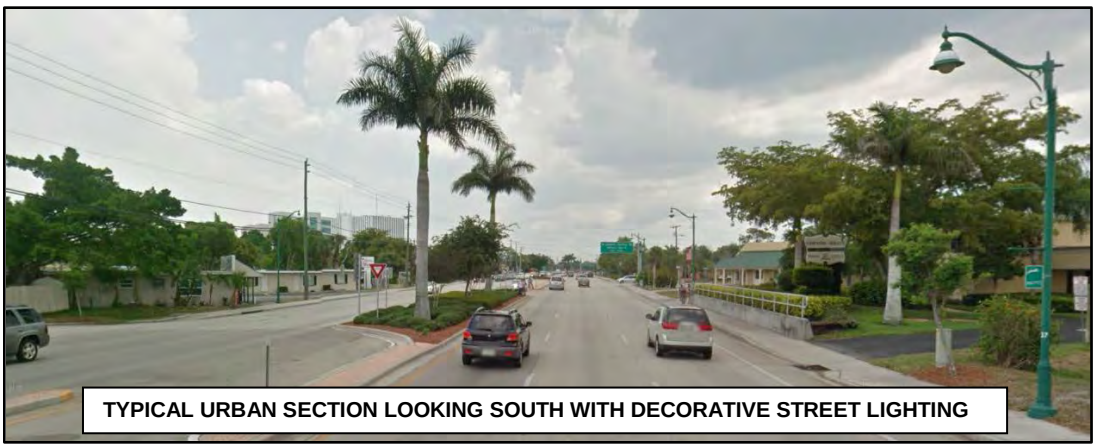
The consultant team conducted a review of each corridor during hours of darkness to qualitatively assess the level of illumination of the intersection area, the visibility of traffic control devices, and pedestrian and bicycle activity. Safety issues observed during the nighttime review are documented in the corridor narratives.

Study Corridors

Background

US 41 from Commercial Drive to Guilford Road

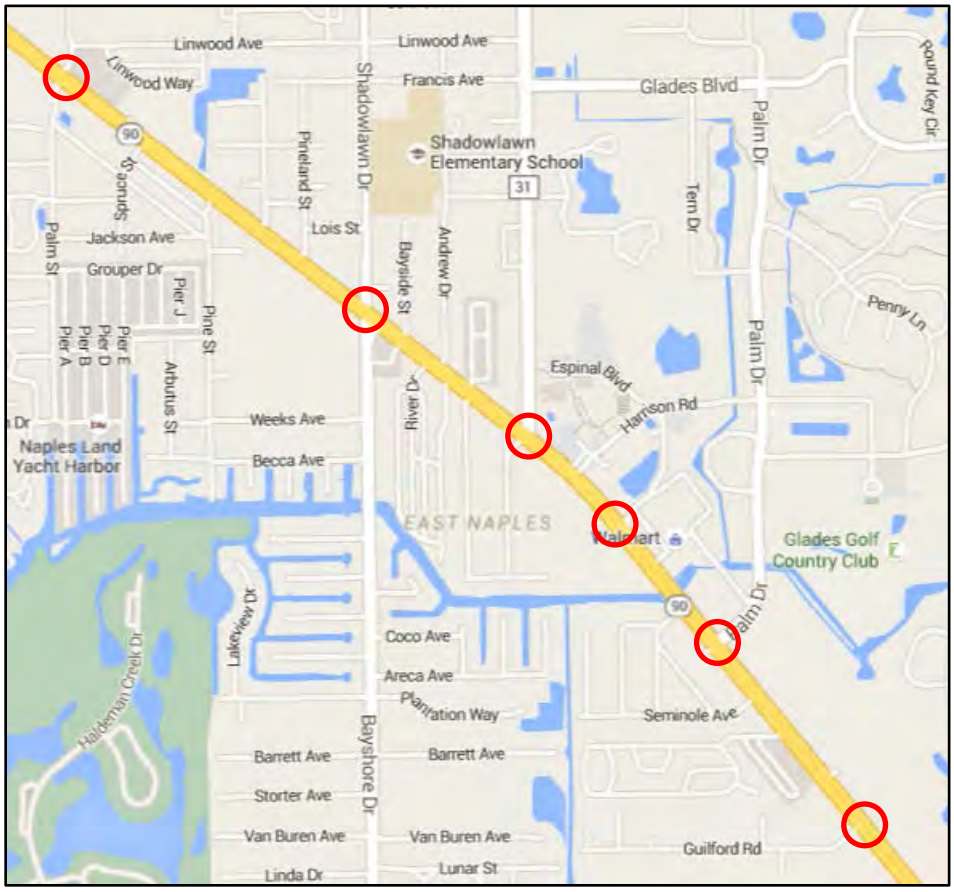
Besides US 41 being a high crash corridor within the County, the section from Airport Pulling Road to Commercial Drive, ranks 5th on the FDOT District One's pedestrian / bicyclist high crash list (2008-2012 crash data). US 41 is a six-lane divided urban principal arterial with a speed limit of 45 MPH. It is an urban section from Commercial Drive / Palm Street to Courthouse Shadows with curb and gutter, three 12-foot lanes westbound, three 11-foot lanes eastbound and four-foot paved shoulders. The median is curbed and landscaped and is 25 to 27-foot wide. The segment from Courthouse Shadows to Guilford Road is a six-lane divided rural section with six 12-foot lanes, four- to six-foot paved shoulders and a curbed and landscaped median 32-foot wide. There are five-foot sidewalks and decorative street lighting along US 41 on both sides throughout the study corridor. There are 11 bus stops along the US 41 study area corridor. These bus stop locations are shown on the aerials in ***Appendix E***.



TYPICAL URBAN SECTION LOOKING SOUTH WITH DECORATIVE STREET LIGHTING

TYPICAL RURAL SECTION LOOKING SOUTH WITH STANDARD STREET LIGHTING

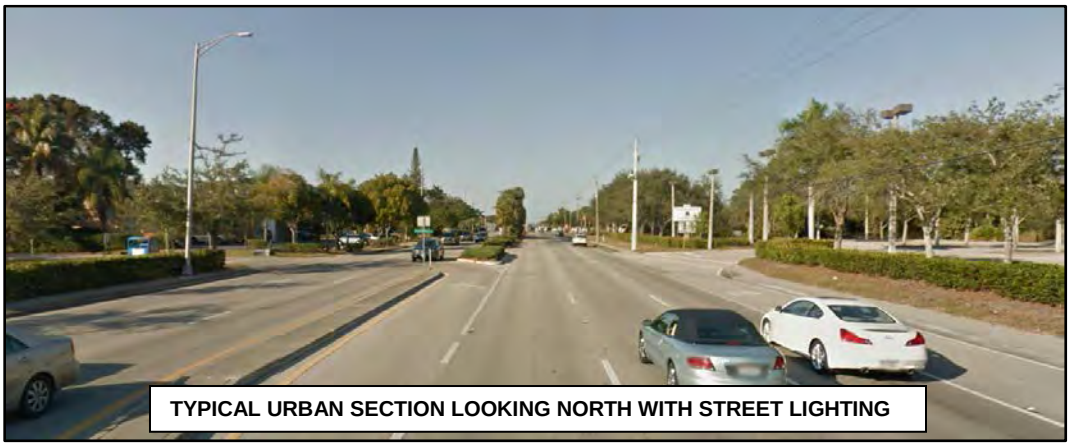
There are six signalized intersections within the study corridor and the following map shows the location of each:



1. Commercial Drive / Palm Street
2. Shadowlawn Drive / Bayshore Road
3. Airport Pulling Road / Peters Avenue
4. Courthouse Shadows
5. Palm Drive
6. Guilford Road

Airport Pulling Road from US 41 to Estey Avenue

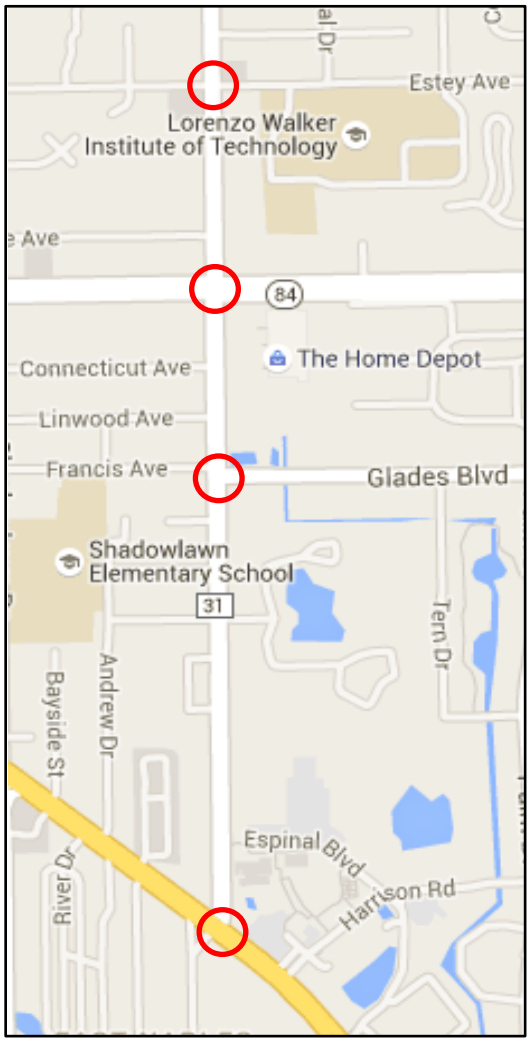
The Airport Pulling Road corridor from US 41 to Estey Avenue was determined to be one of the worst crash corridors by the County. The section from US 41 to Clipper Way ranked 34th on the District One's pedestrian / bicyclist high crash list. Airport Pulling Road is a six-lane divided urban arterial and has a speed limit of 45 MPH. It is an urban section for its entire length with curb and gutter, three 10 to11-foot lanes northbound and three 10 to 11-foot lanes southbound. The median is curbed and landscaped and is 6- to 15-foot wide. There are five-foot sidewalks on both sides and street lighting located on the west side of Airport Pulling Road throughout the study corridor. There are nine bus stops along the Airport Pulling Road study area corridor. These bus stop locations are shown on the aerials in ***Appendix E***.



TYPICAL URBAN SECTION LOOKING NORTH WITH STREET LIGHTING

TYPICAL URBAN SECTION LOOKING SOUTH WITH STREET LIGHTING

There are four signalized intersections within the Airport Pulling Road study corridor and the following map depicts each location:



1. US 41
2. Glades Boulevard
3. SR 84 / Davis Boulevard
4. Estey Avenue

Count Data

To truly understand the dynamics of why these two corridors are experiencing higher crash occurrences and severity than other corridors, vehicle traffic, pedestrian traffic and bicycle traffic volumes need to be known. Vehicle traffic volumes were obtained from the FDOT and County traffic monitoring sites. The daily volumes on US 41 are 39,200 and 43,000 on Airport Pulling Road. Trucks account for approximately three percent of the volume. Pedestrian and bicycle count data was obtained over 11 consecutive hours in January 2015 on a weekday from 7:00 AM to 6:00 PM. The January counts revealed that the following locations had at least four hours of 15 or more crossings per hour (pedestrian and bicycle combined) across US 41 or across Airport Pulling Road:

US 41

- Between Pelton Avenue and Pineland Avenue
- Between McDonald's and Shadowlawn Drive
- Between Shadowlawn Drive and Bayside Street
- Between River Drive and Andrew Drive
- Between Andrew Drive and Palm Lake Mobile Home Park
- Between Palm Drive and Seminole Avenue
- Between Seminole Avenue and Enchantment Boulevard

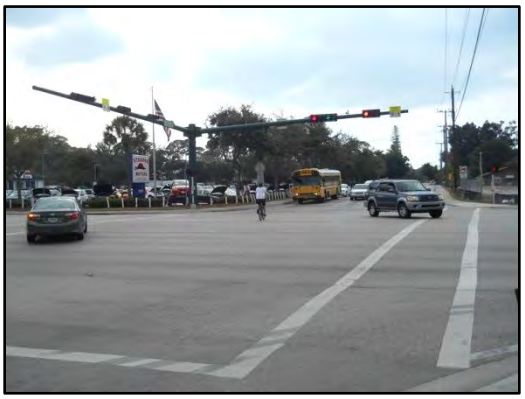
Airport Pulling Road

- Between the Courthouse and the Government Center
- Between Court Plaza and Stanford Court
- Between Calusa Avenue and Caledonia Avenue
- Between Linwood Avenue and Connecticut Avenue
- At Estey Avenue

After reviewing the initial count data and conducting the field review, additional counts were obtained for a two-day period in March for the same 11-hour time period. These locations were as follows:

- US 41 – between Pelton Avenue and Pineland Avenue
- US 41 – between River Drive and Gordon Street
- US 41 – between Seminole Avenue and Enchantment Boulevard
- Airport Pulling Road – between Court Plaza and Caledonia Avenue

Examples of pedestrian and bicyclist activity within the corridors are shown in the photographs on the next page.



There are sections of the medians on both US 41 and Airport Pulling Road with dense landscaping that impedes the pedestrian / bicycle crossings. Although the cross street and driveway crossings were not counted, there was significant pedestrian and bicycle activity observed on the sidewalks. The January count data and the adjacent land uses are shown on the aerials in ***Appendix E***.

Crash Analysis

An investigation of crashes involving either pedestrians or bicyclists was conducted for the period of January 1, 2009 through December 31, 2014. Crash information was obtained from FDOT CARs, University of Florida's Signal Four Analytics database and from the Collier MPO. Since there is a lag in receipt of crash data, the 2014 data is considered incomplete for the purposes of this study.

There were a total of 72 crashes involving pedestrians and bicyclists within the study limits of US 41 and Airport Pulling Road; 48 crashes on US 41 and 24 crashes on Airport Pulling Road There were 70 injuries and 2 fatalities; 1 pedestrian fatality and 1 bicyclist fatality. Only one crash did not result in an injury which emphasizes the vulnerability of pedestrians and bicyclists in this corridor. Pedestrian crashes accounted for 11 crashes (15 percent) with bicycle crashes totaling 61 (85 percent). The crashes were reviewed for occurrences by month, day of week and time of day. The crashes are typically occurring between 10:00 AM and 6:00 PM, Sunday and Wednesday crashes are less than the other days and November to March are typically higher than the other months. The complete breakdown is included in ***Appendix C***. The following summarizes characteristics of the crashes:

- 71 percent involved males / 29 percent involved females (pedestrian and bicyclist)
- 79 percent daytime / 21 percent night-time.
- 97 percent dry roadway conditions / 3 percent wet pavement
- 11 percent of the crashes involved alcohol - all occurred on US 41
- Average age of the pedestrians and bicyclists involved in a crash was 49 on US 41 and 38 on Airport Pulling Road.

Since both bicyclists and motorists are often unaware of the laws regarding who has the right-of-way and the proper driving / riding behaviors on differing facilities, the crashes were reviewed to determine the at-fault party. When a bicyclist is riding in the roadway, it is considered a vehicle and must adhere to the rules of the road. Therefore, a bicyclist riding against the traffic flow or the wrong way is at-fault when colliding with a vehicle. Also, a bicyclist is required to have a light on his/her bicycle during night-time riding to be visible to motorists.

Bicyclists are permitted to ride on the sidewalk and have the same rights as a pedestrian when on the sidewalk unless there is a local ordinance stating otherwise. Florida Statute **316.2065 (10)** states *"A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall **yield the right-of-way to any pedestrian** and shall give an audible signal before overtaking and passing such pedestrian. Bicycles can be legally operated on all Florida sidewalks and crosswalks unless a local ordinance prohibits it. When on a sidewalk, the operator is operating a vehicle and must use helmets and lights when required, and is subject to the DUI laws. Otherwise, the operator has the rights and duties of a pedestrian,*

but must yield to all pedestrians". Therefore, a motorist entering or exiting a driveway or an unsignalized cross street must yield to both a pedestrian and a bicyclist that is traveling on the sidewalk.

At times a crash report will be listed with neither party cited at-fault due to conflicting statements. Other times the pedestrian or bicyclist will be cited by the police officer as at-fault when by law the motorist is at-fault. This can be attributed to insufficient training on bicycle laws. This exemplifies how critical additional education is needed for both enforcement agencies and for the public concerning bicycle and pedestrian laws. Based on the traffic laws, the following was determined from the crash reports:

- 57 percent of the crashes the motorist was at-fault
- 28 percent of the crashes the bicyclist was at-fault
- 15 percent of the crashes the pedestrian was at-fault

When considering crash countermeasures it is important to understand the characteristics and demographics of the parties involved to maximize the effectiveness of the measures. Of the 44 crashes that the pedestrian's or bicyclist's race was identified on the crash report, 27 (61 percent) were listed as Hispanic. Based on the 2013 census data, 26.3 percent of the Collier County residents are Hispanic or Latino.

A review of all the crash data indicates that 37 of the 72 crashes (51 percent) occurred at a driveway, 23 (32 percent) at a signalized intersection and 12 (17 percent) were mid-block crashes. A closer look at the crashes by corridor revealed the following:

<u>US 41 – 48 crashes</u>

- Nine (19 percent) pedestrian crashes / 39 (81 percent) bicycle crashes
  - ***Of the nine pedestrian crashes:***
    - three were under the influence
    - seven night-time / two daytime
    - seven male / two female
    - eight pedestrian at-fault / one driver at-fault
    - one fatal crash / eight injury crashes
    - five crossed US 41 mid-block / three crossed at signal / one crossed a driveway
      - All five mid-block crashes were at night
      - All three signal location crashes did not cross with the pedestrian signal
      - driveway crossing crash was dark / unlit
  - ***Of the 39 bicycle crashes:***
    - four were under the influence
    - seven night-time / 32 daytime
    - 30 male / 9 female
    - 23 driver at-fault / 16 bicyclist at-fault
    - one fatal crash / 37 injury crashes / one property damage only crash
    - 22 crossed a driveway / 14 crossed at signal / 3 crossed US 41 mid-block

- ***Of the 22 bicycle driveway crashes:***
  - seven in bike lane / 15 on sidewalk
  - five of seven in bike lane were riding the wrong way
  - 9 of 15 bicycles on sidewalk were traveling in opposite direction of traffic / six were traveling with traffic
- ***Of the 14 bicycle crashes at a signal:***
  - 12 day-time / two night-time
  - five of the 14 bicycle crashes at a signal were the fault of driver, eight fault of bicyclist and one unknown
  - two of the driver at-fault crashes were at night and the bicyclist did not have a bicycle light
  - seven of the bicycle crashes at a signal involved a motorist making a right-turn, four a left-turn and three driving straight

Based on the detailed data analysis of crashes on US 41, bicycle crashes are more predominant than pedestrian crashes. The pedestrian crashes on US 41 typically involve males, crossing mid-block at night and often under the influence of alcohol. The pedestrian crashes occurring at the signals are attributed to pedestrians not using the pushbuttons or failing to wait for the pedestrian signals before crossing the intersection.

The bicycle crashes are typically occurring during daylight hours with males riding on the sidewalk and being struck while crossing a driveway. The bicyclist is more often approaching from the driver's right but there is a pattern of crashes with bicyclists approaching from the driver's left also. The bicycle crashes occurring in the bike lane were typically bicyclists traveling the wrong way. The bicycle crashes at a signal were typically daytime crashes involving a right-turning vehicle and more often the fault of the bicyclist. Overall, crash conflicts involving a turning vehicle occurred significantly higher on the south side of US 41 than on the north side; 23 crashes versus seven.

<u>Airport Pulling Road – 24 crashes</u>

- Two (8 percent) pedestrian crashes / 22 (92 percent bicycle crashes)
  - ***Of the two pedestrian crashes:***
    - one night-time / one daytime
    - one male / one female
    - two pedestrian at-fault
    - two injury crashes
    - two crossed Airport Pulling Road mid-block
      - both pedestrians at-fault - failed to yield right-of-way
      - one occurred north of Glades Boulevard, one occurred south of Home Depot
  - ***Of the 22 bicycle crashes:***
    - two night-time / 20 daytime
    - 13 male / nine female
    - 18 driver at-fault / four bicyclist at-fault
    - zero fatal crashes / 22 injury crashes / zero property damage only crashes

- 14 crossed at a driveway / six crossed at signal / two crossed Airport Pulling Road mid-block
    - ***Of the 14 bicycle driveway crashes***:
        - all 14 were traveling on the sidewalk
        - 11 were traveling in the opposite direction of traffic flow / three with traffic flow
    - ***Of the six bicycle crashes at a signal:***
        - five day-time / one night-time
        - four of the six bicycle crashes at a signal were the fault of the driver, two fault of bicyclist
        - four of the bicycle crashes at a signal involved a motorist making a right-turn on red, one a left-turn and one driving straight

The detailed analysis of the Airport Pulling Road crashes concludes that bicycle crashes are significantly higher than pedestrian crashes. The bicycle crashes are more often occurring during the day with males riding on the sidewalk, crossing a driveway and approaching from the driver's right side. The crashes occurring at the signals are primarily motorists turning right on red and failing to yield to the pedestrian's right-of-way. Overall, crash conflicts involving turning vehicles on Airport Pulling Road occurred more often on the east side of Airport Pulling Road; 15 crashes versus five.

A comprehensive list and description of each crash and the pedestrian / bicycle crash summary are contained in ***Appendix C***. The following section provides a description of the two fatal crashes and a discussion of the locations along each corridor that appear to have a pattern of crashes.

Crash Locations

US 41 Fatal Crashes

The one fatal pedestrian crash occurred on March 9, 2010 at 9:33 PM in the vicinity of the signalized intersection of US 41 and Airport Pulling Road. Two female pedestrians, aged 20 and 22, crossed from the north to south side of US 41 just east of the marked crosswalk located on the east leg. Both pedestrians were struck by an eastbound motorist, age 19, having the right-of-way and traveling with the green signal. The motorist fled the scene so we do not know if alcohol was involved. During the nighttime field review this intersection was observed to be poorly lit.

The second fatal crash occurred on September 14, 2013 at 1:08 PM. A 59 year-old female bicyclist was crossing mid-block southbound across the westbound lanes of US 41, west of Pine Street, and was struck by an 82 year-old driver traveling westbound who had the right-of-way.

Near Pine Street

There were 10 crashes on US 41 in the vicinity of Pine Street. Three of the crashes were bicycle crashes occurring at Pine Street when a motorist turning right onto Pine Street struck a bicyclist crossing Pine Street. Two of the bicyclists were traveling in the road, one wrong way, and one was traveling on the sidewalk. One crash occurred at night. The remaining seven crashes occurred west of Pine Street in the vicinity of the Tire Kingdom on the north side and the Pet

Supermarket on the south side. There is a large mobile home community a few blocks south off of Pine Street. One of the crashes was the bicycle fatality previously discussed. There were four bicycle crashes (three riding on the sidewalk and one in the bike lane) at driveways; two collided with a right-turn vehicle exiting the driveway, and two with a right-turn vehicle entering a driveway. There were also two pedestrian crashes involving pedestrians traveling across US 41, north to south, struck by an eastbound motorist on US 41. Both of the pedestrian crashes involved alcohol and occurred at night. The pedestrian and bicycle count data indicated volumes ranging between zero and 10 per hour crossing US 41 in this area. This was not one of the higher volume crossing locations.

Between Pelton Avenue and Shadowlawn Drive

The approximately 1,200 foot section of US 41 between Pelton Avenue and Shadowlawn Drive had 13 bicycle crashes and three pedestrian crashes. This section of US 41 experienced higher pedestrian and bicycle volumes throughout the day crossing US 41; 363 pedestrians and bicyclists were counted during the 11-hours. Seven bicycle crashes occurred west of the Shadowlawn Drive signal with three crashes involving vehicles exiting driveways and two crashes with left turns entering driveways. There was also a crash with a bicyclist crossing US 41 near Pelton Avenue. One nighttime pedestrian crash occurred when a right-turning vehicle exiting a driveway struck a pedestrian crossing the driveway. There is a Wendy's on the north side and the Gulf Gate Shopping Plaza on the south side in this vicinity.

US 41 at Shadowlawn Drive

At the Shadowlawn Drive signalized intersection there were nine crashes. Two of the crashes, one pedestrian and one bicycle, occurred on the west leg where there is currently no crosswalk. The bicycle crash involved alcohol. It is important to note that there is a bus stop located 150 feet downstream on the north side, west of Shadowlawn Drive. If a pedestrian were to exit the bus and want to cross US 41 to the McDonald's on the south side, he / she would need to cross three signalized legs of the intersection to travel across the street.

There was a significant volume of pedestrians and bicyclists crossing the east leg of US 41 at Shadowlawn Drive; 364 during the 11-hour count period. There were five bicycle crashes that occurred on Bayshore Drive; three involving a northbound right-turning vehicle, one with a southbound left-turning vehicle and one with a westbound through vehicle. Three crashes were due to the turning vehicles not yielding the right-of-way and the other two the bicyclists crossed during the wrong signal phase. It's important to note that the northbound right-turn lane is channelized which contributes to poor visibility of pedestrians and bicyclists for drivers. One bicycle crash occurred across the south leg of Bayshore Drive when the bicyclist crossed with the wrong signal phase. A pedestrian was struck when he crossed 100 feet east of the intersection in dark conditions when the eastbound motorist had the green signal.

Between Bayside Street and Gordon Street

The count data indicates significant pedestrian and bicycle activity in the section of US 41 between Bayside Street and Gordon Street; 479 pedestrian and bicycle crossings. There were eight bicycle crashes and two pedestrian crashes in this section of US 41. All eight bicycle crashes involved a right-turning motorist striking a bicyclist crossing a driveway or side-street and all occurred on the south side of US 41. Two crashes occurred at Bamboo Drive and four occurred at Gordon Street. Seven of the eight bicyclists were traveling from the driver's right side so the driver was looking to the left for a gap in traffic and did not see the bicyclist

approaching. It is also important to note that the driveways / cross streets intersect US 41 at an angle, further reducing the driver's visibility of approaching pedestrians or bicyclists from the right. Two pedestrian crashes occurred near Andrew Drive when a pedestrian crossed US 41, from south to north, and was struck by a westbound motorist. One of the pedestrian crashes involved alcohol and one occurred in dark conditions.

US 41 at Airport Pulling Road / Peters Avenue

Five crashes occurred at the signalized intersection of US 41 and Airport Pulling Road; four bicycle crashes and one pedestrian crash. The pedestrian crash was the fatality described earlier in this section of the report. The bicycle crashes occurred as follows; one involved a bicyclist crossing the north leg and three were crossing the south leg. Two involved drivers turning right that did not yield to the bicyclists in the crosswalk.

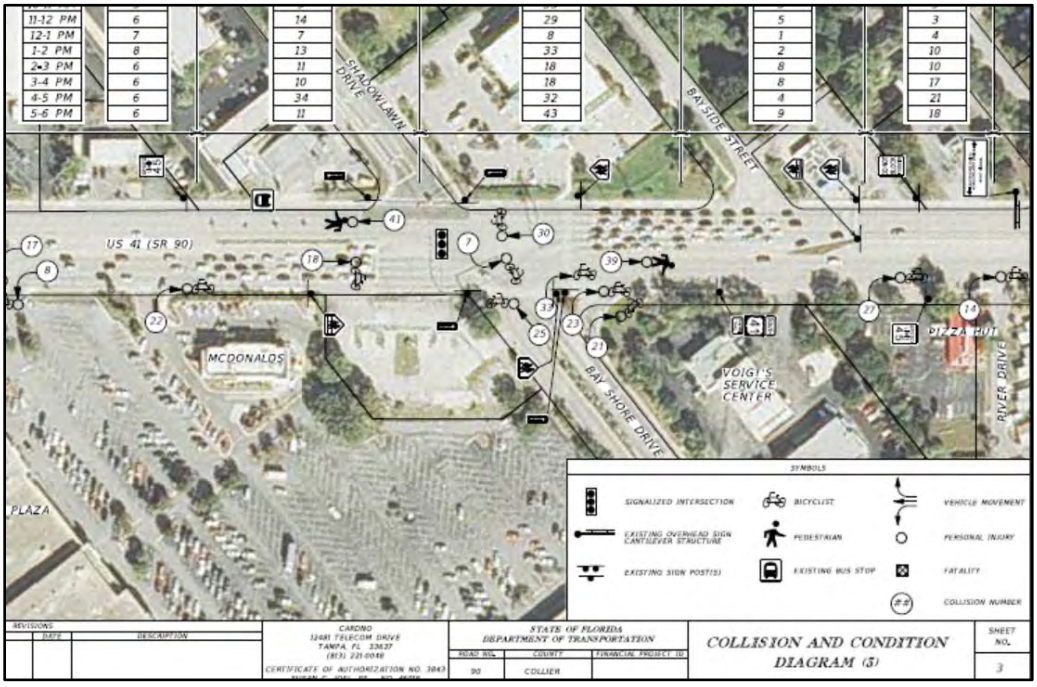
Airport Pulling Road Corridor

Of the 24 crashes that occurred on Airport Puling Road, 22 were bicyclists and two were pedestrians. Eighteen (82 percent) of the 22 bicycle crashes involved a right-turning motorist colliding with a bicyclist. The following breaks down these occurrences by location:

- Collier Government Center driveway – two bicycle crashes; traveling from the right on the sidewalk; motorists turning right onto Airport Pulling Road.
- Court Plaza driveway – four bicycle crashes; three of the four approaching from the right on the sidewalk; one from the left; motorists turning right onto Airport Pulling Road.
- Great Blue Drive – one bicycle crash; approaching from the right on the sidewalk; motorist turning right onto Airport Pulling Road.
- Caledonia Avenue – one bicycle crash; approaching from the right on the sidewalk; motorist turning right onto Airport Pulling Road.
- St. Matthew's House driveway –- one bicycle crash; approaching from the right on the sidewalk; motorist turning right onto Airport Pulling Road.
- Glades Boulevard – signalized intersection; one bicycle crash; approaching from the right in crosswalk; motorist turning right onto Airport Pulling Road.
- Home Depot driveways – three bicycle crashes; two right-turning vehicles exiting driveway and one left-turn vehicle entering the driveway; two bicyclists approaching from the right on the sidewalk and one from the left.
- Davis Boulevard (SR 84) – signalized intersection; one bicycle crash; approaching from the left in crosswalk; motorist turning right onto Airport Pulling Road.
- Walgreens driveway – one bicycle crash; approaching from the right on the sidewalk; motorist turning right onto Airport Pulling Road.
- Promenade Plaza driveway – one bicycle crash; approaching from the right on the sidewalk; motorist turning right onto Airport Pulling Road.
- Estey Avenue – signalized intersection; three bicycle crashes; two southbound right-turning vehicles collided with bicyclists in crosswalk; one northbound left-turning vehicle collided with bicyclist in crosswalk.
- Linwood Avenue – two pedestrian crashes traveling across Airport Pulling Road east to west near bus stop located on the east side.
- Mid-block bicycle crashes – one near Thrift Store with bicyclist traveling east to west; one near Calusa Avenue with bicyclist traveling east to west.

Collision and Condition Diagrams

Aerial photographs of the two study corridors were collected and set up as 11”x17” plan sheets. On these plan sheets were placed the pedestrian / bicycle movement counts, existing signs and signals, bus stops and collision diagrams developed from the crash report narratives and diagrams. An example of the collision and condition diagrams is shown below. The complete plan set for US 41 and Airport Pulling Road is included in ***Appendix E***.



Field Review Analysis and Findings

The Team’s initial review of the corridors revealed that both these corridors have higher pedestrian and bicycle activity compared to most six-lane divided urban arterials. The motorists appeared to be driving aggressively with little regard or awareness of pedestrians and bicyclists in the area.

The motorists entering and exiting the driveways and cross streets were highly-focused on trying to find a gap in the fast-paced vehicular traffic on the mainline. Although there are four-foot paved shoulders on US 41, the majority of the bicyclists were riding on the sidewalks. Many of the bicyclists using the paved shoulders on US 41 were traveling the wrong way against vehicle traffic.


RIGHT TURNING MOTORIST NOT YIELDING TO PEDESTRIAN IN CROSSWALK

Although the corridors have raised medians for good access control, there are numerous

driveways along both corridors. During the field review it appeared that the majority of the pedestrians and bicyclists were in their 20's or early 30's although the average age of the crash victims was late 30's early 40's. The sidewalks were not wide enough for both pedestrians and bicyclists since our Team often found ourselves having to move over for bicyclists. The majority of the bicyclists and pedestrians appeared to be residents with specific destinations as opposed to tourists visiting and unfamiliar with the area.

It is anticipated as the Naples area continues to grow so will the Hispanic community. According to the census bureau, between April 2010 and July 2013 Collier County's population grew by 5.6 percent. During that same three-year period, the County's Hispanic population grew by 6.7 percent. The crash review summary earlier noted that where pedestrian / bicyclist race was noted, Hispanic accounted for 61 percent of the crashes. The pedestrian and bicycle crashes could potentially increase with increases in both vehicle and pedestrian / bicycle volumes along these corridors.

Pedestrians and bicyclists were observed crossing various locations along both US 41 and Airport Pulling Road. The bicyclists often crossed in the directional left-turn lanes in the median. The pedestrians at times ran across the roadway, other times they waited in the medians and at one time an elderly woman was walking along the median in the roadway since the landscaping kept her from finding refuge in the median.

Location: Corridor Wide Issues

Issue: High Volume of Pedestrians and Bicyclists versus High Volume and Speeds of Motorists

Description of Safety Issue:
Both US 41 and Airport Pulling Road are major arterials in the Naples / Collier County area. Considering the (1) crash data, both the number of crashes and the severity, (2) the count data and (3) the field observations, the pedestrians and bicyclists are truly "vulnerable" users under the existing conditions. These roadways are posted at 45 MPH. The bicyclists are riding primarily on the sidewalks since they feel safer than riding in the roadway. The FDOT Roadway Design Bulletin 14-17 approved in November 2014 states that a 45 MPH roadway in an urban area shall have 7-foot buffered bicycle lanes with 11-foot through lanes. Context-sensitive design is needed when applying these design criteria. Since the right-of-way restricts a 7-foot buffered bicycle lane other options need to be considered to provide a pedestrian and bicycle friendly environment.

Although mid-block crashes were not the most prevalent type of crash, the field review and count data indicate that mid-block crossings are a concern with the current roadway characteristics. Traffic calming measures can generally be separated into three groups based on the goal they are trying to achieve: speed control, volume control, and safety enhancement. Since these corridors do not lend towards decreasing the number of travel lanes or decreasing the volumes to reduce the potential for conflicts, it is not unreasonable to reduce the speeds to provide for a safer and friendlier multi-use roadway. It is anticipated that not only would the pedestrian and bicycle crashes and severity be reduced with traffic calming measures but the vehicle-vehicle conflicts and severity could also be reduced with the implementation of traffic calming measures. The additional benefit of pedestrian friendly roadways is enhanced economic development.

Suggestion (Short-term):

- Speed feedback signs – Radar signs have proven effective in slowing down traffic; particularly effective on high volume arterials and highways.
- Pedestrian and bicycle enforcement – FDOT has grant funds available for high crash locations to conduct pedestrian and bicycle enforcement for all road users and can distribute educational material of the laws during the enforcement campaigns.
- Implement police bicycle patrols – Bicycle patrols promote a connection of the multi-modal use throughout the corridor thereby raising awareness and respect for all traffic laws. Bicycle patrols do not necessitate adding officers but can train existing ones and switch from a vehicle patrol to a bicycle patrol.

Suggestion (Mid-term):

Consider installation of the Pedestrian Hybrid Beacon (PHB), commonly known as the HAWK (High Intensity Activated Crosswalk), to provide a controlled crossing for pedestrians and bicyclists that are crossing in-between signalized intersections. The photo below shows a rendering of a proposed mid-block crossing location in Tampa for a similar six-lane divided facility. The beacons are dark until activated and then the following sequence ensues:

1. DRIVER – flashing yellow
   PEDESTRIAN – DON'T WALK
2. DRIVER – solid yellow
   PEDESTRIAN – DON'T WALK
3. DRIVER – solid red
   PEDESTRIAN – WALK
4. DRIVER – flashing red
   PEDESTRIAN – flashing DON'T WALK
5. DRIVER – dark
   PEDESTRIAN – solid DON'T WALK

RENDERING OF HAWK DESIGN IN TAMPA

The following locations were selected for consideration of a PHB based on the FDOT Traffic Engineering Manual Section 3.8 requirements for mid-block pedestrian crosswalks, the pedestrian and bicycle count data collected, the field review and proximity to existing signalized intersections.

- US 41 at Pelton Avenue – This location is 2,200 feet east of Commercial Drive and 1,050 feet west of Shadowlawn Drive / Bayshore Drive. There were two crashes crossing US 41; one bicycle and one pedestrian.
- US 41 at Andrew Drive – This location is 780 feet east of Shadowlawn Drive / Bayshore Drive and 800 feet west of Airport Pulling Road. There were two crashes with pedestrians crossing US 41.
- Airport Pulling Road between Calusa Avenue / Great Blue Drive and Caledonia Avenue – This location is 760 feet south of Glades Boulevard and 2,100 feet north of US 41. There was one bicycle crash crossing US 41, just south of Calusa Avenue.

Suggestion (Long-term):

- Typical Section – On US 41, reduce all lanes to 11-foot and remove the four-foot shoulders. The FDOT Roadway Design Bulletin 14-1, *(FHWA Approved: November 18, 2014) "concluded, though, based on FDOT Central Transit Office research titled "Integrating Transit into Traditional Neighborhood Design Policies – The Influence of Lane Width on Bus Safety" that the minimum acceptable lane widths for transit operations to avoid crashes and perform turning maneuvers safely is 11 feet."*
- Extend the curb to widen the sidewalk to provide for both pedestrians and bicyclists. On Airport Pulling Road where the lanes are already 10 to 11 feet wide, widen the sidewalk to the inside into the utility strip and to the outside to the right-of-way wherever possible.
- Gateway – A gateway is a signing and / or landscaping treatment to alert motorists that they are entering a special area or a busy place of activity. With narrower travel lanes and wider sidewalks for the pedestrians and bicyclists, the installation of a Gateway at either end of the US 41 project limits and at the north end of the Airport Pulling Road limits would communicate to motorists that they are entering a special area with high pedestrian and bicycle activity and to drive accordingly.
- Textured and colored pavement –- Textured and colored pavement can alert drivers that they are traveling in a pedestrian zone. ADA also recommends the option of installing concrete sidewalks with brick trim, which preserves the decorative quality of brick but is an easier surface to negotiate than all brick pavers. Although colored or stamped brick is preferred over pavers this option can create a bumpy surface for disabled users. The surface texture should be vibration free.

EXAMPLE OF BRICK TEXTURED PAVEMENT

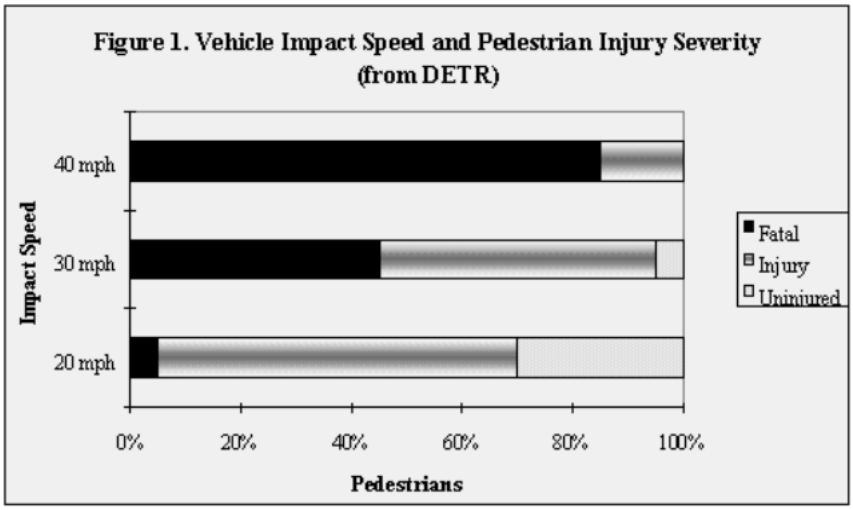
- Narrow driveways – Wide driveways promote higher speeds and less control when entering or exiting. Those driveways that are excessively wide should be reduced in width. Others that are wide due to median

landscaping or decorative signing can be modified to include refuge areas to minimize the areas of exposure to pedestrians.

- Reduce corner radii – Reducing the corner radii slows turning vehicles when entering and exiting the main street. This promotes pedestrian safety, improves motor vehicle and pedestrian sight distances, and shortens pedestrian crossing distances. This is recommended at side streets / driveways that do not have regular truck traffic.

WIDE DRIVEWAY WITH LARGE TURNING RADIUS

- Reduce speed limit to 35 MPH – Modifying the "look" of the corridor to emphasize the multi-use characteristics along with controlling speeds by design with tighter turning radius and narrower lanes will aid in slowing motorists down. This will assist in driver reaction times, not only for pedestrians and bicyclists, but also for reducing vehicle-vehicle collisions. Reducing speeds will reduce the probability of a pedestrian fatality. The study graphic below shows the relationship between vehicle speed and pedestrian injury. A reduction of speed from 40 MPH to 30 MPH shows a reduction in the probability of a pedestrian fatality from 80 percent to 40 percent.



Source: UK Department of Transport Traffic Advisory Leaflet 7 / 93 (TAU, 1993)

Issue: Stop Controlled Side Street Motorists not Observing Approaching Bicyclists

Description of Safety Issue:
The crash data indicates that 47 percent of the 72 crashes occurred at a driveway / stop controlled side-street and 97 percent of those involved a bicyclist, and another 82 percent of the bicyclists were approaching from the driver's right. It is clear that corridor-wide countermeasures are needed to reduce these types of crashes. The STOP sign controlled locations, streets and driveways, are primarily right-turn only since there are raised medians along both corridors. Many of the side streets intersect US 41 at a skew such that the driver's line of sight is toward the left. Since STOP bars and STOP signs are typically set back from the intersecting roadway, the drivers were observed pulling up into the path of the marked or unmarked crosswalk to see the approaching traffic from their left. At this point the driver does not see the pedestrians / bicyclists coming from their right and are also typically not anticipating anyone from the right either.

There are side street approaches with physical obstructions of landscaping and / or signs that impede a driver's view of pedestrians / bicyclists on the sidewalk. Although by law the bicyclist has the same right-of-way as the pedestrian walking on the sidewalk and the drivers are for the majority at-fault in these situations, both engineering and non-engineering countermeasures need to be considered.

The conflicts, as exhibited in the crash data and the field review, are more prevalent for the bicyclists than the pedestrians. This is due to the higher speeds of the bicyclists which place them in the driver's line of sight at the point when they are right at the crosswalk. This is too late for the motorist to react. Additionally, there were observations of side street motorists not coming to a complete stop before turning right onto the main street.

Suggestion (Short-term):
Ensure there are no physical obstructions such as signs or landscaping blocking the view to the left and right for vehicles leaving the side streets. FDOT Design Index 546 shows guidelines for clear sight development and maintenance at intersecting highways, roads and streets. Review and revise County ordinances / design standards to ensure clear sight distances are incorporated into designs. This needs to include signs and landscaping in the medians in addition to at driveways / streets.

Develop a warning sign to alert drivers of approaching pedestrians / bicyclists on the sidewalk. A sign to be mounted for sidewalk users could also be developed and placed on the sidewalk to warn pedestrian/bicycle users of turning vehicles. These signs could be installed at locations that have a crash history.

Use enforcement for high crash side street / driveway locations to ensure motorists are stopping at side streets and as a means to provide educational material to drivers of the law regarding yielding to bicyclists and pedestrians in the crosswalk.

Although the bicyclist by law has the right-of-way on the sidewalk, educating them of the safety benefits of riding with traffic and making eye contact with the motorist before crossing a driveway will aid in reducing these crashes.

Suggestion (Mid-term):
Install a bicycle presence actuated bicycle sign at designated high crash locations with a message to look both directions so as to warn motorists that a bicyclist is approaching. Similar type signs have been used for visibility issues at tunnels, parking garages, bridges and trail crossings as shown below. Before and after studies of compliance and motorist behavior needs to be reviewed prior to any permanent installations.

Install a test location for a speed bump for a street / driveway that has crashes and observed non-compliance with stopping such as at the Government Center. A low-profile option that comes in 6-foot lengths by 4-inches wide by ½-inch high is recommended. Before and after driver behaviors need to be documented for effectiveness.

Access Management – Fewer conflict points reduce the potential for crashes. With 64 driveways along US 41 and 44 along Airport Pulling Road, or an average of 36 per mile, consolidating several driveways into a single entrance can improve bicycle, pedestrian and motorist safety by limiting the number of conflict points. The FDOT Driveway Information Guide states: "*Sharing driveways and providing cross parcel access has two benefits. The first minimizes the number of driveways on the arterial road. Providing cross access between properties broadens the access choices for the driver."*

Issue: Stop Sign Controlled Side Street Crosswalk Markings

Description of Safety Issue:
The side street crosswalks are marked with two diagonal white stripes. Most of these markings are worn away and not readily visible by drivers.

Suggestion (Short-term):
Per the FDOT Memo 01-12 for High Emphasis Crosswalk Markings, "*Special Emphasis Crosswalk Markings may also be used as a safety countermeasure to address locations with high pedestrian crashes, volumes, or concentrations of children or seniors."* Given the high pedestrian and bicycle volumes along this corridor and crashes, high emphasis crosswalks need to be considered or the textured / colored pavement to alert approaching side street traffic of potential pedestrian / bicyclist traffic and also highlight the stop point for the drivers before moving forward to view oncoming traffic. The textured colored pavement could aid in slowing down bicyclists also.

Issue: Nighttime Review Observations

Description of Safety Issue:
The consultant team conducted a review of each corridor during hours of darkness to qualitatively assess the level of illumination of the intersection area, the visibility of traffic control devices, and pedestrian and bicycle activity. US 41 street lighting is located on both sides throughout the study corridor. The western segment (urban section) has decorative street lighting located at the back edge of the sidewalks. The decorative lights only extend out over the sidewalk and edge of the roadway and the illumination is limited due to their design. It was noted that the glass covers are discolored (not clear) which impacts the illumination levels. The low light output and faded pavement crosswalk markings impact the nighttime visibility of pedestrians and bicyclists on the sidewalks and roadway in this segment of US 41.

The eastern segment of US 41 (rural design) has the typical cobra head roadway lighting. These lights extend out over the roadway more than the decorative lights in the western segment. The roadway has better illumination because the light poles are located toward the roadway. The sidewalks in this segment are not located at the roadway edge but generally follow the edge of the right-of-way. This layout puts the sidewalk users behind the street lighting. The visibility of pedestrians and bicyclists in the crosswalks was better in this segment but those crossing the side streets were generally in a darker situation.

There are cobra head luminaires along the west side of Airport Pulling Road and the sidewalk is located adjacent to the roadway in the study section. This places the sidewalk users within the illumination area enhancing their visibility.

A lighting analysis was conducted in March 2015 and determined that the light levels averaged 0.37 foot-candles (FC) on US 41 with spot readings in the range of 1.0-1.5 FC on the north side in the eastern segment. Airport Pulling Road had an average illumination of 0.66 FC with readings of 1.5-2.0 FC in spots along the west side where the light poles are located. The FDOT conventional roadway lighting requirements are an average initial horizontal foot-candle of 1.5 FC for major arterials. Based on this requirement, these corridors could benefit with increased illumination.

Suggestion (Mid-term):
The traffic count data and the RSA team verified that there is significant pedestrian / bicycle activity during hours of darkness, suggesting that optimal illumination of the roadways and pedestrian walkways is desired to improve visibility and safety. With the utility poles located on the west side of Airport Pulling Road, there is the option of installing utility adjustment poles that have a 45-degree angled arm to provide the separation from the power lines while being able to reach the roadway area needing illumination. A photo of this type of installation is included to the right. On US 41, an analysis of the wattage being used in the decorative poles is needed to


UTILITY ADJUSTMENT POLES

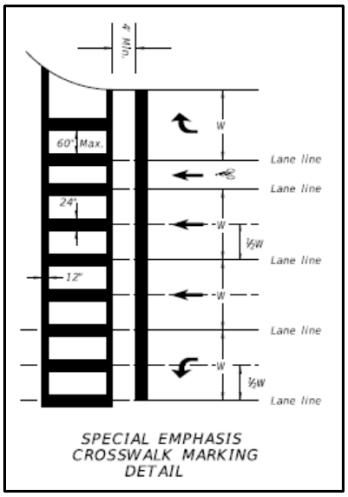
determine if the decorative poles can be utilized to meet the FDOT requirements. The signalized intersections also need to be upgraded with luminaires on each corner to provide enhanced illumination of the crosswalks.

Location: Specific Intersection Issues

Signalized Intersections

Given the incidence of pedestrian and bicycle crashes occurring at the signalized intersections, systemic safety measures need to be considered for each location. Although signalized intersections are often considered safer crossings than mid-block unsignalized crossings due to the signalized control, the pedestrian signals and the slower speeds of motorists, the number of conflicting vehicle movements can make a pedestrian crossing at a signalized intersection daunting. The following suggestions are proven measures to reduce crashes and should be considered at all the signalized intersections:

- Implement a Leading Pedestrian Interval (LPI) – LPIs give pedestrians a three to seven second head start when entering an intersection with the concurrent green signal. This improves the driver's visibility of pedestrians and bicyclists in the intersection and reinforces the pedestrian's right-of-way over turning vehicles, especially in locations with a history of conflict. LPIs can be used for longer crossings when the associated vehicle crossing time is not long enough to cover the time required for pedestrians to cross.
- Implement Rest in Walk and Pedestrian Recall on minor side street pedestrian phases (concurrent with major street traffic) – A recent study indicated significant improvement in pedestrian and bicyclist compliance rates for using pedestrian signals properly when Rest in Walk and Pedestrian Recall were present at crossings. Rest in Walk displays a WALK indication for minor street crossings from the onset of the major street green until the yield point in the coordination cycle. Pedestrian Recall provides a WALK signal for the pedestrians without having to press the pushbutton.
- High emphasis crosswalk pavement markings – All crosswalks at signalized intersections should be marked with the high emphasis markings.
- Separate the pedestrian pushbuttons – Separate pushbuttons on a corner benefit the disabled in knowing which button is for which crosswalk. The separation also makes it easier for the non-disabled to find the correct pushbutton and reduces the incidence of unnecessary pedestrian actuations. The MUTCD clearly states the buttons should be separated by at least 10 feet unless there are physical constraints.



SPECIAL EMPHASIS CROSSWALK MARKING DETAIL

US 41 and Commercial Drive / Palm Street

Issues: Location of Crosswalk

Description of Safety Issues:
The crosswalk across the south leg of Palm Street is currently approximately 100 feet and does not have a clear sight line for a northbound right-turn motorist that may be looking to their left to make a right on red while a pedestrian is traveling west from the southeast corner. Moving the crosswalk closer to the northbound approach will not only improve the driver's visibility of the pedestrians / bicyclists but will also reduce the crossing length by 20 feet.

US 41 and Shadowlawn Drive / Bayshore Road

Issues: Configuration of Raised Island and Orientation of Corner-to-Island Crosswalk; Missing Crosswalk; Location of Pedestrian Signal

Description of Safety Issues:
The northbound (Bayshore Drive) to eastbound US 41 right turn lane is a channelized right-turn lane that is not controlled by the traffic signal and is separated from the through lanes by a raised island. This vehicular movement is regulated by a YIELD sign located near the merge point with US 41. The YIELD condition and the large turning radius encourage higher turning speeds. When traffic is moving east-west on US 41, drivers approaching on Bayshore Drive look to their left to determine if there is a gap for them to merge onto US 41. The crosswalk across the channelized right-turn lane is not controlled and is situated such that the driver's line of sight is to the left, similar to the issues at the driveways. There were three bicycle crashes at this channelized right-turn lane. The channelized right-turn lane designs typically also exhibit higher incidence of rear end vehicle crashes due to the restricted sight lines. There were also two pedestrian and three bicycle crashes within the intersection in which the pedestrian and bicyclist did not yield the right-of-way to a motorist. Three occurred during night-time conditions.

The lack of a crosswalk on the west leg not only requires pedestrians to travel unnecessary lengths to get across the street but also creates a concern for those that cross without a pedestrian signal. The pedestrian signal in the northwest corner for the crosswalk across the north leg is set so far from the crosswalk (25 feet) that a pedestrian was observed pushing the button thinking it was provided to cross the west leg.

Suggestion (Short-Term):

- Consider installing a crosswalk across the west leg of US 41.
- Consider relocating the pedestrian signal for the north leg closer to the crosswalk.
- Consider installing high emphasis crosswalk marking across all legs of the intersection.
- Consider installing TURNING VEHICLES YIELD TO PEDESTRIANS / BICYCLISTS signs (R10-15 modified) overhead. This will remind motorists of their obligation to yield to pedestrians and bicyclists within the crosswalk.

Suggestion (Mid-term):
Consider removing the northbound right-turn island, reducing the turning radius and signalizing the right-turn lane and providing pedestrian signalization across the entire south leg of Bayshore Drive. With the signalization consider a northbound right-turn overlap phase for operational effeciency. Install a U-TURN YIELD TO RIGHT TURN sign (R10-16) overhead for the concurrent westbound U-turn phase to mainatin operations of both movements. The right-turn lane would be designed and signal controlled and look similar to the southbund right-turn lane on Airport Pulling Road at US 41 as shown in the aerial to the right.

US 41 and Airport Pulling Road / Peters Avenue

Issue: Influence of Intersection Skew and Corner Radii on Speed of Right Turns; Inconspicuous Eastbound Right-turn Slip Lane

Description of Safety Issue:
The westbound US 41 to northbound Airport Pulling Road right turn is a prominent movement at this intersection. The RSA Team observed the right turns moving at a high speed due to the large corner radius on the northeast corner thus creating concerns for pedestrians / bicyclists standing on the corner or trying to cross. The driver's view of the crosswalk and view of anyone waiting on the northeast corner is also obstructed by the mast arm pole. The eastbound to southbound right-turn movement has an unsignalized slip-lane that is easily missed by approaching motorists and creates an additional pedestrian crossing with a high speed right-turn movement. The west leg crosswalk is not straight across the intersection making it difficult to cross for visually impaired users.

Suggestion (Short-term):
Consider restriping the crosswalk on the west leg of US 41 to remove the "kink" in it.

Suggestion (Mid-term):

- Consider physically reducing the northeast corner radii by installing a bulb-out. This will not only moderate turning speeds and reduce potential conflicts with pedestrians / bicyclists; it will also shorten the length of the east / west pedestrian crossing.
- Consider removal of the slip lane and relocating the eastbound right turns to the signalized intersection. The right-turn motorists will also be required to negotiate the turn at a slower speed at the signalized location.

US 41 and Courthouse Shadows / Espinal Boulevard

Issue: Northbound to Eastbound Acceleration Lane

Description of Safety Issue:
The northbound to eastbound right-turn acceleration lane is less than 100 feet and insufficient for an adequate acceleration lane. The additional pavement adds approximately 20 feet to the pedestrian crossing distance across the east leg of US 41. The longer distance not only increases the pedestrian's exposure to vehicles but increases the length of the pedestrian signal time which also increases vehicle delays.

Suggestion (Short-term):
Consider removal of the northbound to eastbound acceleration / transition lane.

US 41 and Palm Drive

Issue: Missing Northbound Stop Bar

Description of Safety Issue:
The northbound private drive is signalized at Palm Drive but there is no stop bar to separate the motorists from the pedestrians / bicyclists crossing the crosswalk located across the south leg of the intersection.

Suggestion (Short-term):
Consider installing a stop bar for the northbound signalized driveway movement.

Airport Pulling Road and Glades Boulevard

Issue: Crosswalk Location within Signalized Intersection; Driveway within Intersection; Missing Crosswalk

Description of Safety Issue:

The eastbound approach of Francis Avenue is a signalized right-turn since it is offset from Glades Boulevard. The crosswalk across Francis Avenue has a pedestrian signal and crosswalk but the southbound approach stop bar is located south of the start of the concurrent crosswalk. A driveway to the Alice Sweetwater restaurant is located too close to the intersection, 50 feet south of Francis Avenue and within the signalized intersection. The south leg of the intersection currently does not have a crosswalk since it would align with the restaurant driveway.

Suggestion (Short-term):

- Shift the southbound stop bar to the north so it is outside of the eastbound signalized driveway as shown in the aerial to the right.
- Replace the northbound NO U-TURN sign with a combination NO LEFT-TURN, NO U-TURN sign (R3-18). This will match the existing ground-mount sign.

Suggestion (Mid-term):

Close the northernmost driveway to Alice Sweetwater to minimize conflicts with the signal. The two other restaurant driveways located on Francis Avenue and Airport Pulling Road are adequate access points for the business. Add a crosswalk across the south leg of the intersection with the closure of the driveway as shown in the photo to the right.

Airport Pulling Road and Walker Lane

Issue: Missing Side Street Crosswalk Markings

Description of Safety Issue:
The side street of Walker Lane does not have any crosswalk markings.

Suggestion (Short-term):
Add high visibility crosswalk pavement markings on this side street. This will alert the approaching side street traffic of potential pedestrian / bicyclist traffic and also highlight the stop point for the drivers before moving forward to view oncoming traffic. At a minimum, add painted diagonal crosswalk markings at this intersection.

Airport Pulling Road and Davis Boulevard / SR 84

Issue: Configuration of Channelized Right-turn Lanes and Conflicts with Pedestrians and Bicyclists

Description of Safety Issue:
This intersection has been redesigned and ready to go to the construction phase to add a southbound right-turn lane. The proposed design includes a channelized right-turn lane that will provide an unsignalized right-turn movement or YIELD control and an unsignalized pedestrian movement across the channelized turn lane. This could contribute to pedestrian / bicycle crashes at this location as seen at other locations. The YIELD condition and the wider turning radius of the right turn lanes encourage higher turning speeds by motorists.

Suggestion (Short-term):
Consider modifying the proposed design to include a signalized crosswalk across the entire north leg by removing the channelized right-turn lane and providing signalized control for the southbound right-turn movement. If the channelized right-turn cannot be removed at this stage of the design consider a modified design to include signalized control of the southbound right turn lane with a right-turn signal overlap phase.

Airport Pulling Road and Estey Avenue

Issue: Location of the Crosswalk Across the West Leg

Description of Safety Issue:
The crosswalk traversing the west leg of Estey Avenue is skewed such that the approaching eastbound motorists may not see pedestrians / bicyclists in the crosswalk as they leave the southwest corner.

Suggestion (Mid-term):
Realign the crosswalk and the ADA ramp on the west leg of the intersection and install high emphasis crosswalk markings across all legs of the intersection.

Additional Safety Suggestions

Although many of these proven engineering measures could reduce the pedestrian and bicycle crashes, these measures need to be supplemented with ongoing enforcement and education. Strong partnerships are necessary to reduce the occurrence of the crashes on these corridors. FHWA's Pedestrian and Bicycle Information Center states, "*Public awareness and education need to occur before law enforcement activities. The awareness and education messages should inform people of the problem and why enforcement action is needed. This will generate public support and help to offset any complaints from those who are caught breaking the law."*

Education
Collier County has implemented and is in the process of adding new pedestrian / bicycle educational campaigns. The following lists some of these on-going programs:

- ***3-FOOT PLEASE*** on all County vehicles for bicycle safety
- Bike Rodeos
- Community Traffic Safety Team (CTST)
- Safe Routes to School
- Health Impact Assessment for Bayshore Neighborhood
- Pathways Advisory Committee
- Radio Public Service Announcements
- GiveAways - helmets, bicycle lights, safety vests, stickers
- Pedestrian / Bicycle Maps
- Congestion Management Intelligent Transportation System (ITS) Committee Meetings

Based on the data collected, the Hispanic community is a significant presence in the study area. Bi-lingual education material needs to be incorporated into the education suggestions outlined below. FHWA and National Highway Traffic Safety Administration (NHTSA) have free downloadable material including flyers, brochures, posters, and Public Service Announcements

(PSAs) that can be used. These can be found at:

- http:// safety.fhwa.dot.gov/ped_bike/hispanic/materials/
- http://www.nhtsa.gov/Driving+Safety/Bicycles/Pedestrian+and+Bicycle+Safety+among+Hispanics

Suggestion:

- Implement WalkWise program – WalkWise is a grassroots education program that teaches the laws and basics of walking and bicycling safely. The Farmers Market, mobile home communities, homeless support groups, County Government Center for employees, are all audiences that can participate in the interactive presentations.
- Human interest stories – Interview local walkers / bicyclists that travel regularly on the study corridors to capture their unique story of their work / family / hobbies. These stories can assist in promoting the significance of the vulnerable users in the community promoting safer practices for drivers and pedestrians / bicyclists.
- Develop PSA safety messages to be aired at the movie theaters
- Create and run educational videos on the buses to promote safe walking and bicycling practices; include bi-lingual messages.
- The education messages need to focus on the benefits of bicyclists riding with the traffic flow and the importance of making eye contact with motorists before crossing driveways and streets.
- Utilize Best Practices produced by CTST's and by the Naples Pathway Coalition.
- Police Officer Training – Perform training to police officers on how to complete crash reports and on bicycle and pedestrian laws.
- Utilize changeable message signs on both corridors to display to motorists the need to follow the 3-foot rule.

Enforcement

Given the pedestrian and bicycle crash statistics for Florida as a whole and the high crash rates on these corridors, it is essential that the local enforcement agencies recognize their role in assisting in bringing these numbers down. The police officers are critical in readjusting the mindset of how the drivers, the pedestrians and the bicyclists share the roadways. Enforcement is needed for all users. FDOT has funding available for law enforcement agencies to conduct High Visibility Enforcement operations for pedestrian and bicyclist safety. The website for applications is http://alerttodayflorida.com/enforcement.html. The Community Traffic Safety Teams are multi-disciplinary teams with the goal to reduce crashes on the roadways. Collier County's Team meets monthly. It is important that enforcement representatives attend these meetings and continue to partner with other safety advocates. The previously discussed measures of speed feedback signs and police bicycle patrols are also proven measures to make a difference in promoting safer walking and biking.

APPENDICES

APPENDIX A

Pedestrian/Bicycle RSA Participant List

SIGN-IN SHEET

Collier County Pedestrian/Bicycle Road Safety Audits
US 41 and Airport Pulling Road

Date: February 4, 2015

NAME	TITLE/DEPARTMENT	E-MAIL	PHONE
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APPENDIX B

RSA PowerPoint Presentation

Collier County Pedestrian/Bicycle Safety Audit

for

US 41 and Airport Pulling Road

Sponsored by FDOT District One Safety Office

February 4 - 5, 2015

What is a Road Safety Audit?

A road safety audit is a

formal safety performance examination

of an existing or future road or intersection

by an independent audit team.

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What is a Road Safety Audit?

The RSA team considers the safety of all road users, qualitatively estimates and reports on the road safety issues identified, and documents opportunities for safety improvements.

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What is a Bike/Ped Safety Audit?

While all RSAs should include a review of pedestrian and cyclist safety, a bicycle/pedestrian-oriented RSA may be undertaken to improve identified bicyclist/pedestrian safety issues that may have resulted from changes in land use and mode choice over time or inadequate consideration of bicycling/pedestrians in previous planning and design processes.

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The RSA Team

For RSAs with a significant bicycling component (i.e. bicycle RSAs), the team members should be aware of constraints and issues that affect bicyclists and have a background in (1) road safety, (2) traffic operations, (3) road design, (4) bicycling safety, operations, or planning (or someone who understands the skills necessary for bicycling on the road with traffic), (5) transit operations, (6) enforcement (e.g., bike patrol officer), and/or (7) emergency medical services.

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Our RSA Team

- Independent
- Experienced
- Multi-disciplinary
  - RSA Team Leader
  - Highway Safety
  - Traffic Operations
  - Highway Design
  - Transit Officials
  - Planners
  - Users (Bicyclists, Peds)
  - Law Enforcement

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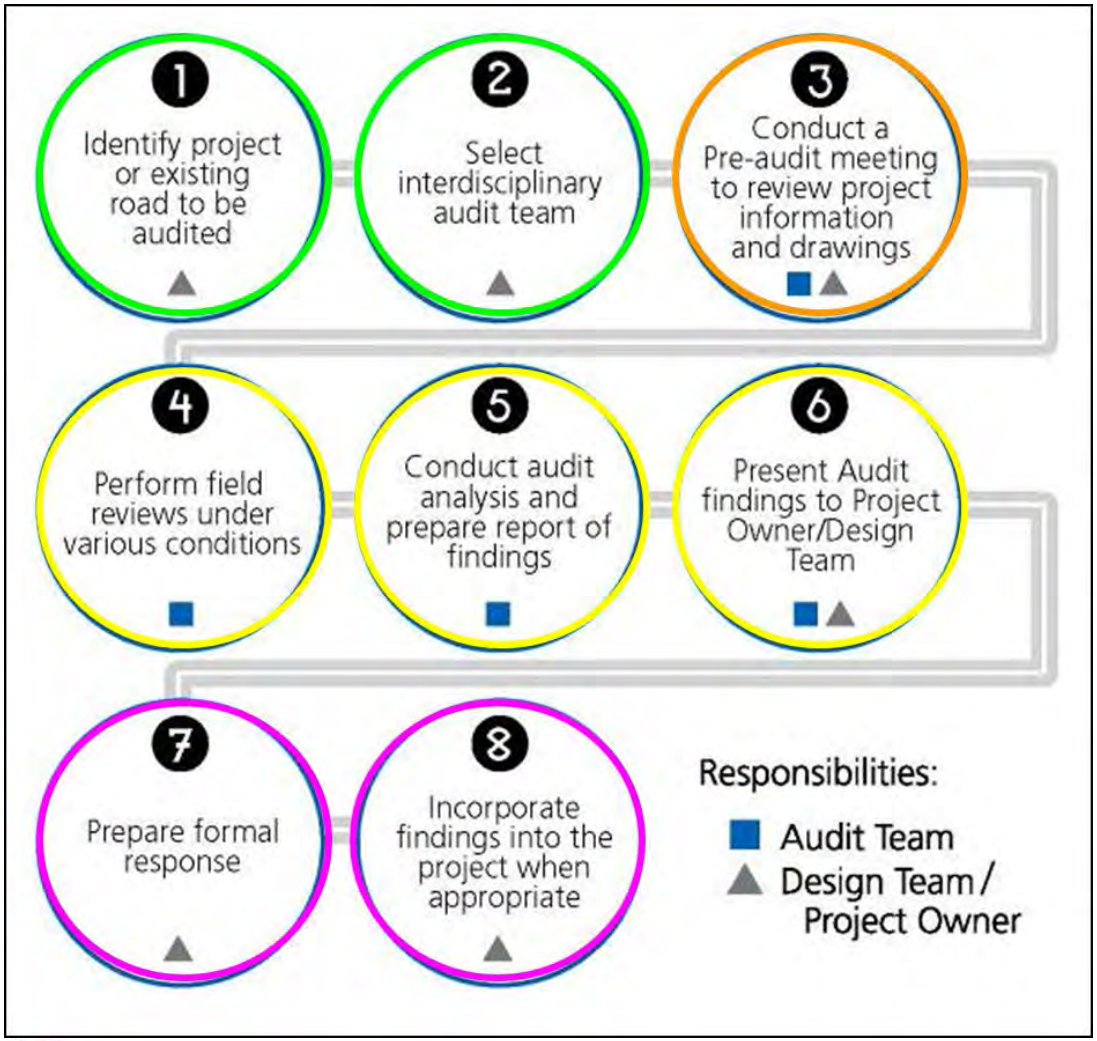
RSA Steps to be Performed Today

- Conduct Pre-Audit Meeting (Now)
    - Site conditions
    - Traffic characteristics
    - Crash experience
- Perform Field Review (Mid-day)
- Conduct Audit Analysis (Late afternoon)

Steps in the RSA Process



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RSA Step 5 – Audit Analysis

- Issue
- Description of safety issue with photos
- Suggestion – short-term, mid-term and/or long-term

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RSA Step 5 Audit Analysis – Sample Project

Issue: Configuration of Raised Islands and Orientation of Corner-to-Island Crosswalks

Description of Safety Issue:

The westbound-to-northbound and eastbound-to-southbound right turn lanes are separated from the through lanes by raised islands and the movements are not controlled by the traffic signals. These vehicular movements are regulated by YIELD signs located near the merge point with Santa Barbara Boulevard. …..

Suggestion (Short-term, Mid-term and Long-term):

Short-Term: 1. Consider installing regulatory TURNING VEHICLES YIELD TO PEDESTRIANS signs (R10-15) in advance of the intersection at each of these two right turn lanes

Mid-term: Consider reconfiguring the raised islands to eliminate the curved alignment of the turn lane in favor of a narrower, triangular design ….

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Two Corridors to be Examined

- Source: *FDOT Ped/Bike High Crash List and Collier County MPO*

- US 41 from Commercial Drive/Palm Street to Guilford Road
  - Airport Pulling Road to Commercial Drive/Palm Street (Ranks #5)
  - 31.7% night-time crashes

- Airport Pulling Road from US 41 to Estey Avenue
  - Airport Pulling Road from US 41 to Clipper Way (Ranks #34)
  - 12.5% night-time crashes

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Corridor Basics

- ADT
  - Airport Pulling Rd. – 43,000
  - US 41 – 39,200
- Posted Speed – 45 MPH
- Trucks – approx. 3%
- Bike lanes
- Ped/Bike data – on aerials
- Crash data – on aerials
- Typical section – US 41
  - 6-12 foot lanes (11-foot lanes some areas)
  - 4-foot paved shoulders
  - Curb and gutter and lawn shoulders

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Corridor Basics (cont.)

- Typical section – Airport Pulling Road
  - 6 -11-foot lanes
  - No shoulders
  - Curb and gutter
- Schools
- Transit
- Special land uses
- Previous/current studies
  - Current - *Pilot Pedestrian and Bicycle Safety Study* (Pathway's Advisory Committee)
  - Feb., 2014 – *Pedestrian and Bicycle Safety Study*

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Bicyclist Prompt List

Are bicyclists accommodated?

- Do accommodations conform to the state of practice/guidelines/relevant standards, or are there more advanced designs that would better support and enhance conditions for bicycling?
- Are there adequate bicycling provisions on both sides of the roadway?
- Would bicycle lanes or separated facilities improve conditions for bicyclists and if so, is there adequate separation between vehicular and bicycle traffic?
- Is there adequate space and accommodation for bicycles? (Design Bulletin 14-17)
- Is the type of bicycling accommodation appropriate for the roadway context?
- Is the type of bicycling accommodation appropriate for the primary or intended users?

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Bicyclist Prompt List (cont.)

Are driveways designed with bicyclists in mind?

- Are driveways well-defined?
- Are they clear of obstructions for driver/bicyclist action consistent and predictable?
- Multiple driveways increase conflict points for bicyclists.
- Poor access management may encourage bicyclists to use sidewalks.

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Bicyclist Prompt List (cont.)

- Is the riding surface smooth, stable, and free of debris, and is drainage adequate?
- Are drainage grates or manholes located in the cyclists' path of travel?
- Are there horizontal or vertical obstructions (temporary or permanent) along the facility?
- Are bicycle accommodations continuous? Do bicycle accommodations provide adequate connectivity to major destinations?
- Is the riding surface adequately lit?
- Is the visibility of bicyclists using the facility adequate from the perspective of all road users?
- Are signs and markings along the riding surface visible, well-maintained, easily understood, and adequate?

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Bicyclist Prompt List

- Are intersection accommodations designed to reduce conflicting movements and communicate proper bicycle positioning through the crossing?
- Are accommodations properly designed and placed on intersection approaches?
- Are there difficulties for bicyclists caused by intersection geometry or lane use assignments?
- Are there any unique intersection characteristics that may pose a problem for bicyclists?

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Bicyclist Prompt List

- Do traffic operations (especially during peak periods) create a safety concern for bicyclists?
- Can bicyclists see approaching vehicles/pedestrians at all legs of an intersection/crossing, and vice versa?
- Do signs and markings along the cycling facility clearly indicate the bicyclist path and right-of-way at intersections?
- Does the traffic signal design accommodate all users?
- Are there conflicting traffic movements during bicycle crossing phases?

Are transit facilities designed and placed to minimize conflicts with other modes?

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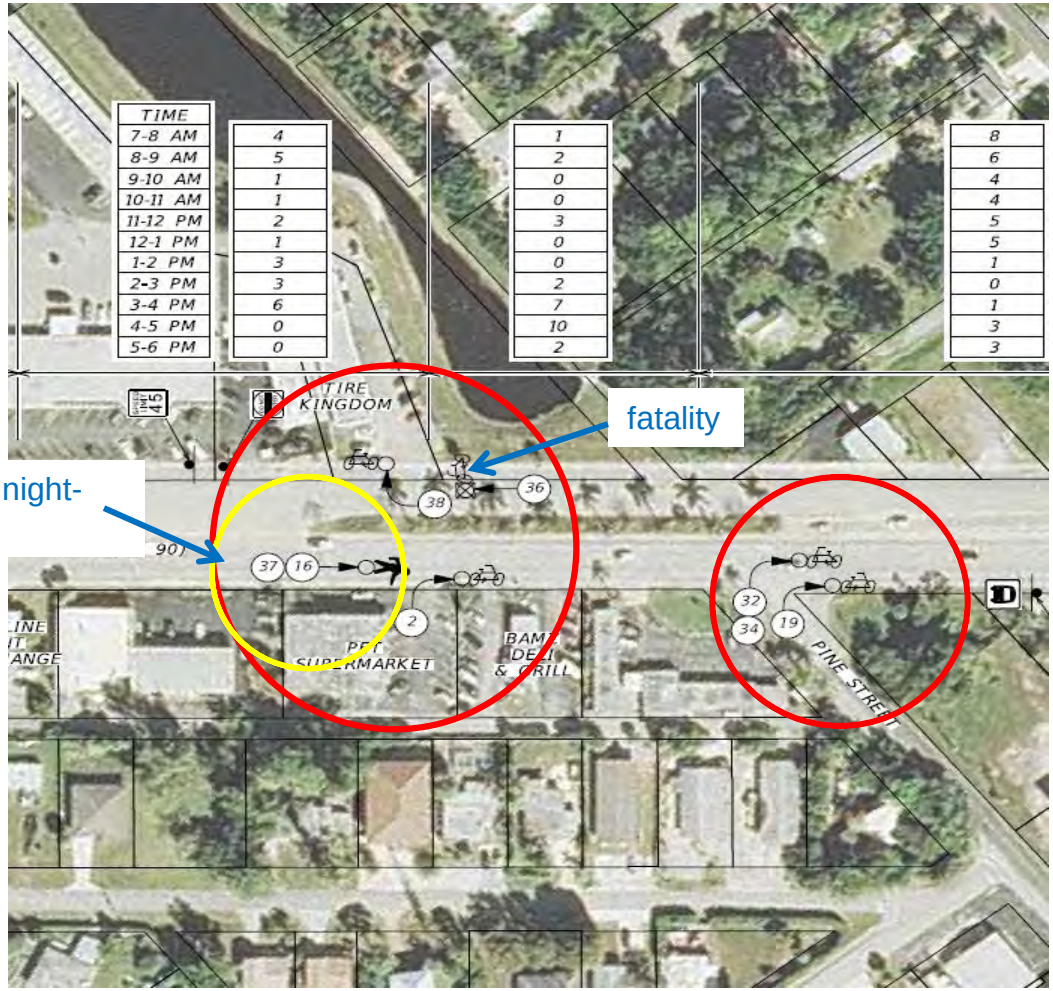
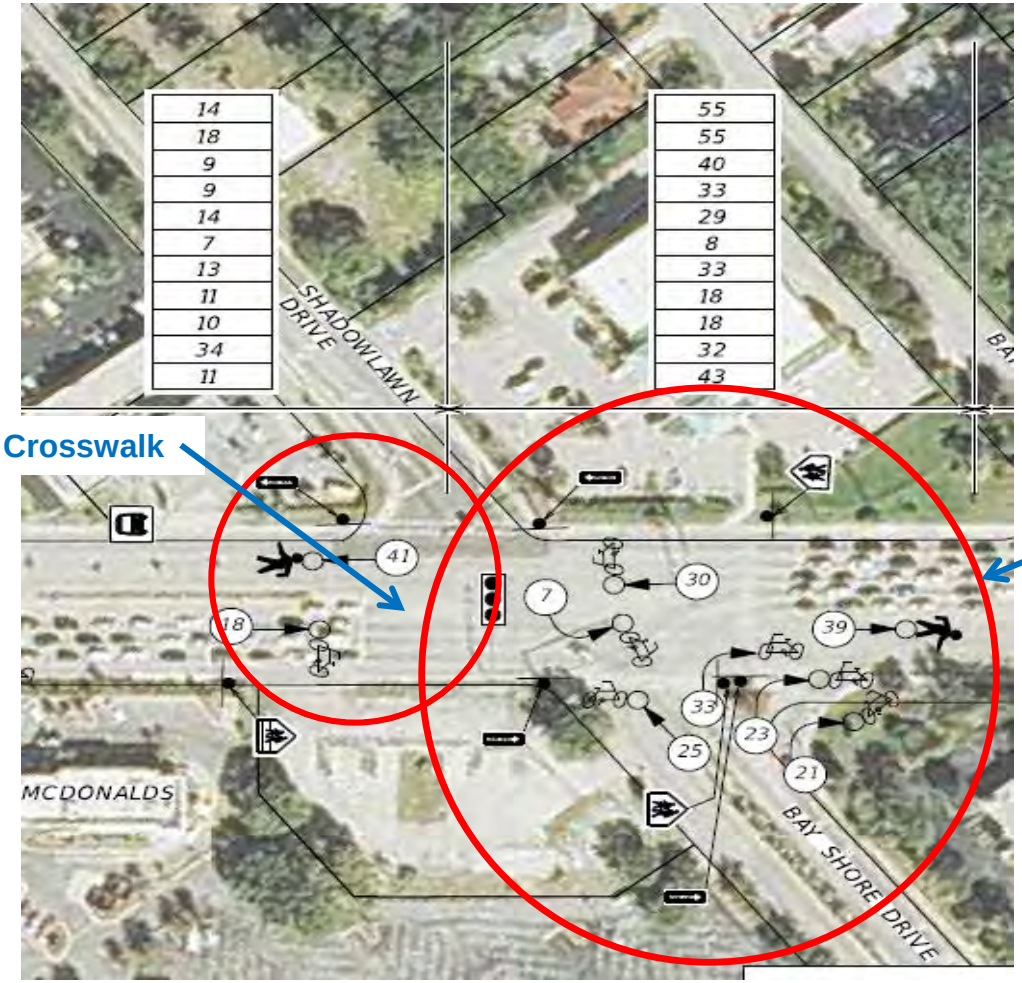
High Crash Locations – US 41 near Pine St



Sheet No. 2

High Crash Location – US 41/Shadowlawn/Bayshore



- **7 crashes at signal**
- **3 driver at-fault**
- **2 night-time**

Sheet No. 3

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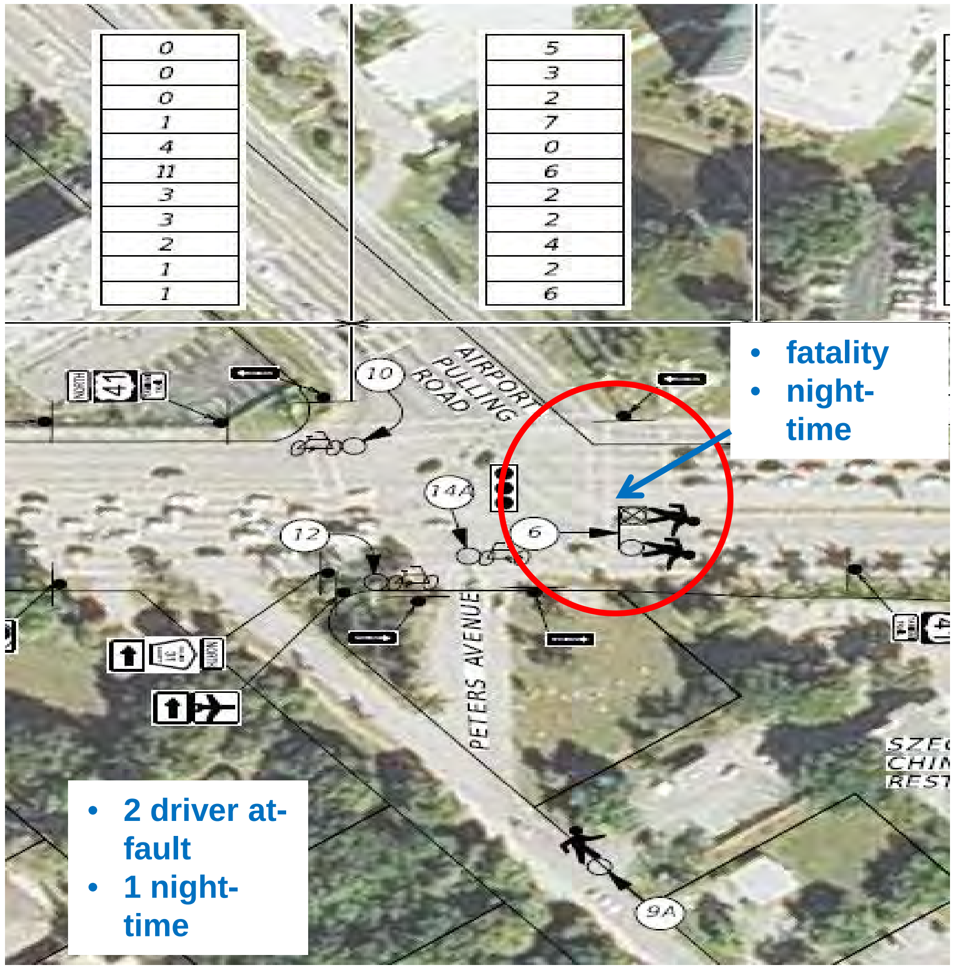
High Crash Location – US 41 @ Airport Pulling Rd



Sheet No. 4

High Crash Location – US 41 @ Lakewood/Avalon

Sheet No. 8

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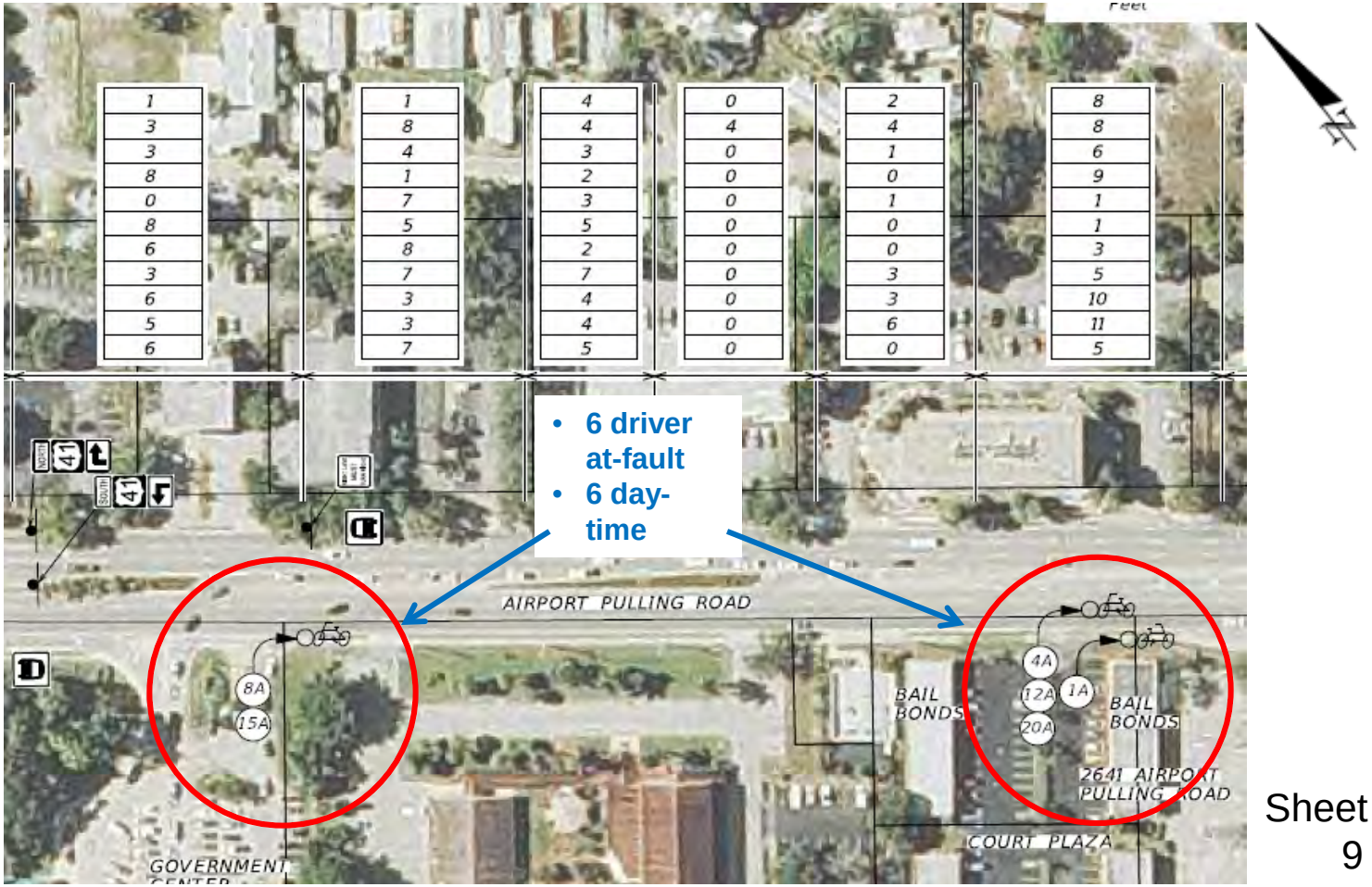
High Crash Location – Airport Pulling Rd/Court Plaza



Sheet No. 9

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Proven Countermeasures at Signalized Intersections

- MUTCD compliant pedestrian signals
  - Location / orientation / signage
- Leading Pedestrian Interval
- Rest in Walk and Recall

	Ped/Bike Ped Signal Crossing Compliance				
	Site A	Site B	Site C	Site D	
Existing Conditions	70.80%	77.90%	5.80%	33.00%	
Modified Conditions	3.60%	10.80%	70.60%	92.20%	

6 lane div/2 lane
6 lane div/4 lane

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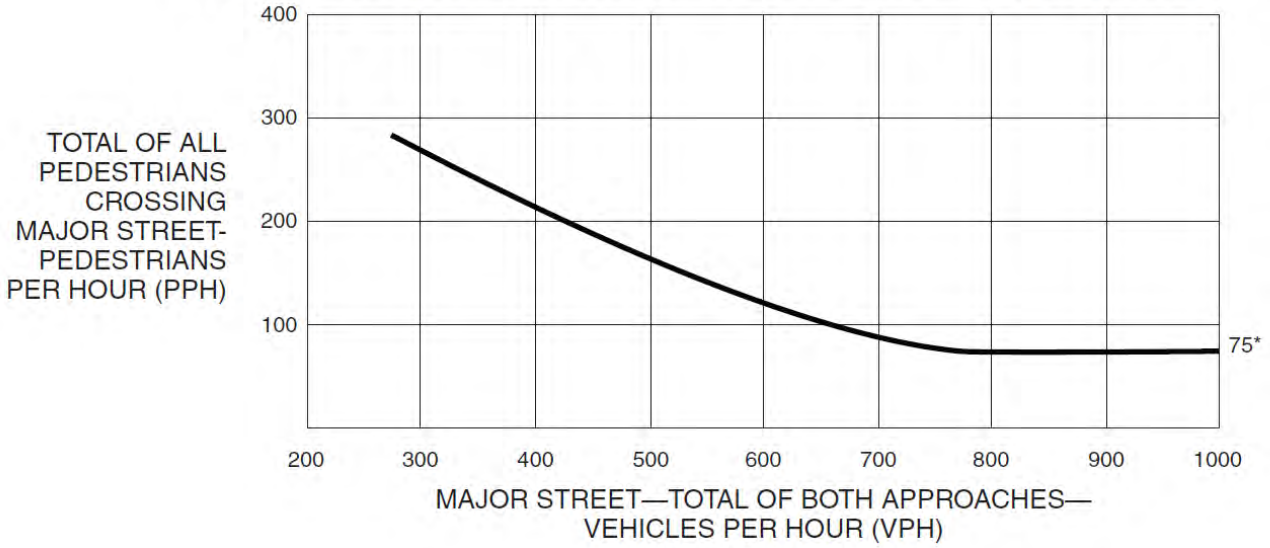
MUTCD Pedestrian Signal Warrant No. 4

- Each of any 4 hours of an average day volumes are above curve (> 35 MPH)……OR

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

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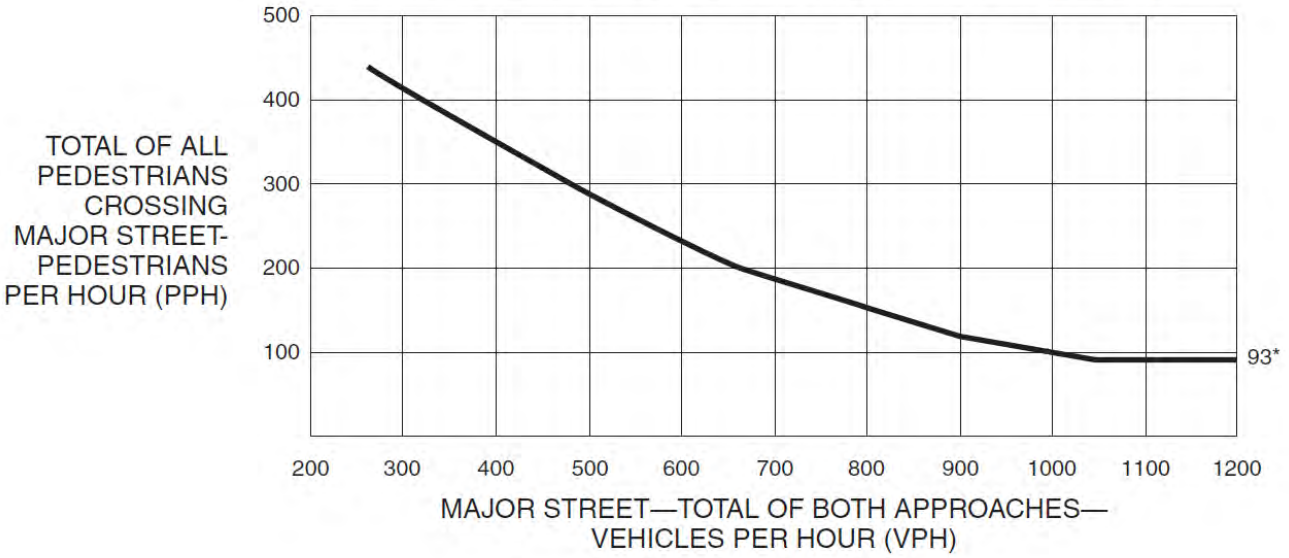
MUTCD Pedestrian Signal Warrant No. 4

- For 1 hour of an average day volumes are above curve (> 35 MPH)

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

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Additional Pedestrian Signal Warrant Criteria – TEM 3.8.6.4

- Pedestrian group size
- Vehicle gap size
    - *Manual on Uniform Traffic Studies (MUTS)*
- Coordinate with District Access Management Committee and DTOE
- Six-lane roadways or 80-foot crossings
    - Consider two-stage crossing

Mid-block Pedestrian Crosswalk Criteria – TEM 3.8.5

- Well-defined pattern of pedestrian crossings
- Sufficient demand for 3 consecutive days of data
  - Minimum 20 crossings per hour, and
  - Minimum 60 crossings during any 4 hours of the day (not necessarily consecutive)
- Minimum 2,000 ADT on roadway
- Minimum distance to nearest crossing is 300 feet
- Minimum block length of 660 feet
- Location outside influence of adjacent signalized intersections
  - Turn lanes
  - No standing queues

Pedestrian Hybrid Beacon

- A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C),

OR

- At a location that meets traffic signal warrants under MUTCD Sections 4C.05 and/or 4C.06 but a decision is made to NOT install a traffic control signal.

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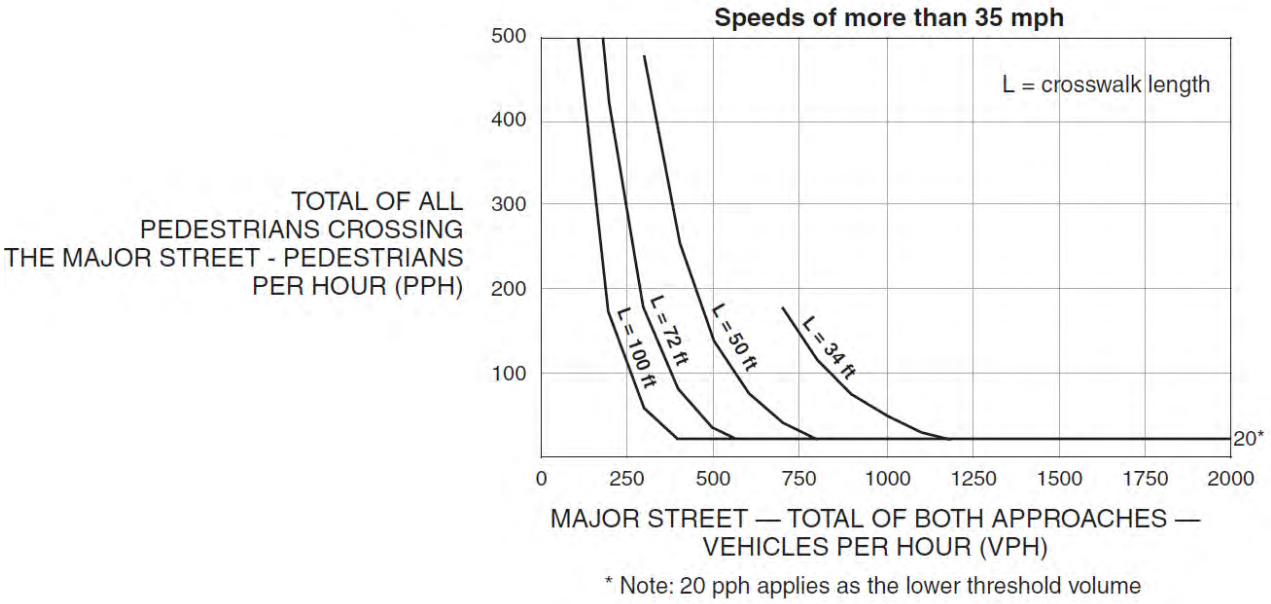
Pedestrian Hybrid Beacon Criteria – MUTCD 4F.01

- Pedestrian volumes based on 1 hour of an average day (>35 mph)

Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



* Note: 20 pph applies as the lower threshold volume

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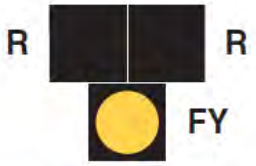
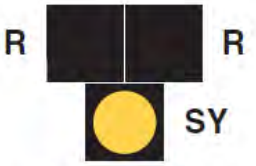
Pedestrian Hybrid Beacon Sequence

1. Dark Until Activated

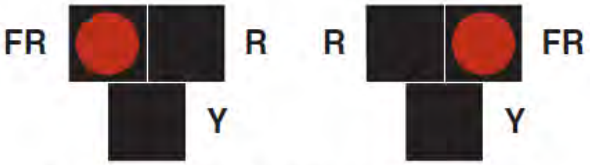


2. Flashing Yellow Upon Activation



3. Steady Yellow

4. Steady Red During Pedestrian Walk Interval



5. Alternating Flashing Red During Pedestrian Clearance Interval

6. Dark Again Until Activated

Legend

SY Steady yellow
FY Flashing yellow
SR Steady red
FR Flashing red

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Supplemental Beacon Option - RRFB

Rectangular Rapid Flashing Beacon (RRFB)

- The rectangular beacons are provided in pairs below the PEDESTRIAN CROSSING warning sign *(W11-2)* and
- Operate in a “wig-wag” pattern upon activation by the pedestrian.
- When used, the beacons must be pedestrian activated, using approved detectors (such as pushbuttons or passive detection devices) that meet ADA requirements for accessibility.

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The TEAM Approach - 4 E's

- Engineering
- Education
- Enforcement
- Emergency Services

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APPENDIX C

Pedestrian/Bicyclist Crash Summary Tables

Collier County Pedestrian/Bicycle Road Safety Audits

Location: Guilford Road to Commercial Drive
State Route: US 41 (Tamiami Trail)
Study Period: 2009 to 2014
County: Collier
Number of Years: 5+

NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAMAGE ONLY	DAY/ NIGHT	WET/ DRY	UNDER INFLUENCE	GENDER PED/BIKE	RACE	AGE OF PED/BIKE	AGE OF DRIVER	AT-FAULT	AT SIGNAL LOCATION	AT DRIVEWAY	CONTRIBUTING CAUSE	COMMENTS
1	2/19/2009	Thursday	3:49 PM	Bike		X		Day	Dry		Male	C	48	73	Bike		X	FTY R/W	Bicyclist traveling EB on US 41 in WB bicycle lane was struck by motorist making SB right-turn from Pelton Avenue.
2	3/26/2009	Thursday	2:55 PM	Bike		X		Day	Dry	X	Male	C	48	24	Bike	X		FTY R/W	Driver making WB left-turn on US 41 onto Guilford Rd with green arrow struck bicyclist traveling WB in crosswalk on south leg.
3	8/14/2009	Friday	1:38 PM	Bike		X		Day	Dry		Male	C	45	71	Driver		X	FTY R/W	Driver making NB right-turn at 2416 Tamiami Tr (Pet Supermarket) driveway struck bicyclist traveling east (with adjacent street traffic) on sidewalk.
4	12/14/2009	Monday	6:20 PM	Ped		X		Day	Dry	X	Male	C	34	48	Ped			FTY R/W	Pedestrian traveling NB across US 41 midblock near Glades Motel was struck by WB vehicle (in heavy traffic).
5	1/26/2010	Tuesday	11:56 AM	Bike		X		Day	Dry		Female	H	20	73	Bike			FTY R/W	Bicyclist crossing US 41 NB at Pelton St was struck by WB vehicle.
6	8/12/2010	Thursday	1:16 PM	Bike		X		Day	Dry		Male	C	34	67	Bike	X		FTY R/W	Bicyclist traveling SB on Lakewood Blvd crossing US 41 west leg in crosswalk against traffic was struck by WB motorist with ROW.
7	3/9/2010	Tuesday	9:33 PM	Ped	X	X		Night	Dry		Female	C	20	19	Ped	X		FTY R/W	Two pedestrians crossed SB on east leg of US 41 at Airport Pulling Rd were struck by an EB motorist with the ROW. Pedestrians crossed 25 feet from crosswalk, against traffic and it was at night. Motorist fled scene. FATAL
8	8/30/2010	Monday	9:14 PM	Bike		X		Night	Wet		Male	H	28	61	Driver	X		FTY R/W	Motorist making SB left-turn on Shadowlawn Dr onto US 41 at signal struck bicyclist in the crosswalk traveling SB on the east leg of US 41. Bicyclist had ROW but had no bicycle light and it was dark and raining.
9	10/11/2010	Monday	5:47 PM	Bike		X		Day	Dry		Male	C	54	56	Driver		X	FTY R/W	Driver making WB left-turn on US 41 into driveway at Gulfgate Plaza struck bicyclist traveling EB in bike lane (with adjacent street traffic).
10	2/11/2011	Friday	11:21 PM	Ped		X		Night	Dry		Male	C	51	58	Ped	X		FTY R/W	Motorist traveling EB on US 41 at Lakewood Blvd signal with green signal struck pedestrian in crosswalk walking SB (against ped signal) across east leg of US 41. Dark-lighted
11	3/3/2011	Thursday	11:20 AM	Bike		X		Day	Dry		Male	C	67	58	Driver		X	FTY R/W	Driver making SB right-turn at Gordon Street struck bicyclist traveling westbound on sidewalk.
12	4/12/2011	Tuesday	10:25 AM	Bike		X		Day	Dry		Male	C	28	72	Driver	X		FTY R/W	Driver making SB right-turn at signal on Airport Pulling Rd to turn onto US 41 collided with bicyclist crossing Airport Pulling Rd traveling EB on north leg. Driver cited for leaving scene. Unknown who had the ROW.
13	5/4/2011	Wednesday	5:12 PM	Bike		X		Day	Dry		Male	H	16	36	Driver	X		FTY R/W	Driver making WB left-turn on US 41 onto Palm St at signal struck bicyclist in the crosswalk. Driver cited for FTY R/W.
14	6/15/2011	Wednesday	9:56 AM	Bike		X		Day	Dry		Female	C	51	64	Driver	X		FTY R/W	Driver making EB right-turn at signal at Peters Ave collided with bicyclist traveling EB in crosswalk across west leg of intersection. Driver cited for FTY.
15	8/16/2011	Tuesday	3:49 PM	Bike		X		Day	Dry		Female	C	48	49	Driver		X	FTY R/W	Driver making NB right-turn at Gordon St onto US 41 struck bicyclist in crosswalk who was traveling WB (opposite adjacent street traffic).
16	8/27/2011	Saturday	3:42 PM	Bike		X		Night	Dry		Male	H	39	23	Driver		X	FTY R/W	Driver making NB right-turn at River Dr onto US 41 struck bicyclist in crosswalk who was traveling WB (opposite adjacent street traffic).
17	11/3/2011	Thursday	2:30 PM	Bike		X		Day	Dry		Male	H	35	67	Bike	X		Riding Wrong Way	Driver making NB right-turn from US 41 to Courthouse Shadows struck bicyclist riding NB in roadway against traffic.
18	11/3/2011	Thursday	7:44 PM	Ped		X		Night	Dry	X	Male	H	56	UNK	Ped			FTY R/W	Pedestrian traveling SB across US 41 near Pet Supermarket was struck by motorist traveling EB. Dark - lighted. Motorist fled scene.
19	11/7/2011	Monday	4:10 PM	Bike		X		Day	Dry		Male	H	21	18	Driver		X	FTY R/W	Driver making WB left-turn on US 41 into Gulf Gate Plaza struck bicyclist traveling WB (opposite adjacent street traffic) across driveway.

Collier County Pedestrian/Bicycle Road Safety Audits

Location: Guilford Road to Commercial Drive
State Route: US 41 (Tamiami Trail)
Study Period: 2009 to 2014
County: Collier
Number of Years: 5+

NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAMAGE ONLY	DAY/ NIGHT	WET/ DRY	UNDER INFLUENCE	GENDER PED/BIKE	RACE	AGE OF PED/BIKE	AGE OF DRIVER	AT-FAULT	AT SIGNAL LOCATION	AT DRIVEWAY	CONTRIBUTING CAUSE	COMMENTS
20	11/14/2011	Monday	5:30 PM	Bike		X		Night	Dry	X	Male	H	64	59	Bike			FTY R/W	Bicyclist exiting the Food Mart driveway, east of Bayshore Dr, crossed in front of EB motorist on US 41 and was struck. Dusk traveling WB across Airport Pulling Rd from 2601 Airport Pulling was struck by NB motorist.
21	11/16/2011	Wednesday	9:45 PM	Bike		X		Night	Dry		Male	H	45	UNK	Driver		X	FTY R/W	Bicyclist traveling EB on US 41 (with traffic) crossing Pine St with bike light was struck by motorist traveling NB on Pine St and who then fled the scene.
22	11/19/2011	Saturday	11:50 AM	Ped		X		Night	Dry		Female		50	54	Driver		X	FTY R/W	Driver making SB right-turn from Pineland Ave onto US 41 struck pedestrian walking EB across driveway. DARK - not lighted.
23	11/21/2011	Monday	10:30 AM	Bike		X		Day	Dry		Male	H	47	UNK	Driver	X		FTY R/W	Motorist traveling NB on Bayshore Dr at signal made a right-turn into a bicyclist also making a NB right-turn onto US 41. Driver fled scene.
24	11/25/2011	Friday	9:03 AM	Bike		X		Day	Dry		Female	H	29	31	Driver		X	FTY R/W	Driver making NB right-turn from driveway at 2886 US 41 (McDonalds) struck bicyclist traveling WB (opposite adjacent street traffic) on sidewalk.
25	1/10/2012	Tuesday	12:38 PM	Bike		X		Day	Dry		Male		64	69	Bike	X		Riding Wrong Way	NB motorist making right-turn on Bayshore Dr to US 41 struck bicyclist traveling WB (against traffic) in bike lane.
26	1/17/2012	Tuesday	11:50 AM	Bike		X		Day	Dry		Male		44	68	Bike	X		FTY R/W	Motorist traveling SB on Lakewood Blvd turning left onto US 41 struck bicyclist traveling WB across north leg (Lakewood Blvd) against traffic signal. Driver had green arrow.
27	1/27/2012	Friday	3:36 PM	Bike		X		Day	Wet		Male	H	32	UNK	Driver		X	FTY R/W	Motorist traveling EB on US 41 in rainy weather struck bicyclist traveling EB on sidewalk across Pet Supermarket driveway (2416 US 41) when she turned right into the driveway. Motorist then fled the scene.
28	2/18/2012	Saturday	11:50 AM	Bike		X		Day	Dry		Male		31	61	Bike	X		FTY R/W	Motorist traveling NB on Bayshore Dr at US 41 signal had green signal and struck bicyclist traveling EB across Bayshore Dr (south leg) against traffic signal.
29	2/23/2012	Thursday	5:08 PM	Bike		X		Day	Dry		Male		15	30	Driver		X	FTY R/W	Driver making SB right-turn from driveway at Government Center on US 41 struck bicyclist traveling EB on sidewalk across driveway.
30	2/28/2012	Tuesday	2:03 PM	Bike		X		Day	Dry		Male		51	35	Driver		X	FTY R/W	Driver making NB right-turn from driveway at Bamboo Dr struck bicyclist traveling WB (opposite adjacent street traffic) on sidewalk.
31	3/26/2012	Monday	11:18 PM	Bike		X		Night	Dry	X	Female	H	48	66	Driver		X	FTY R/W	Driver making NB right-turn from driveway at 3010 Tamiami Tr struck bicyclist traveling EB (with adjacent street traffic) on sidewalk.
32	6/30/2012	Saturday	5:28 PM	Bike		X		Day	Dry	X	Male		53	43	Bike		X	Riding Wrong Way	Driver making NB right-turn from Gordon St struck bicyclist traveling WB (opposite adjacent street traffic) in roadway.
33	8/5/2012	Sunday	1:20 PM	Bike		X		Day	Dry		Female		49	59	Bike		X	Riding Wrong Way	Driver making SB right-turn from 2601 Tamiami Tr (Wendy's parking lot) struck bicyclist traveling EB (against traffic) in bicycle lane.
34	11/29/2012	Thursday	2:32 PM	Bike		X		Day	Dry		Male		24	59	Bike	X		FTY R/W	Driver traveling WB on US 41 through Bayshore Dr intersection had green signal collided with bicyclist traveling NB (opposite adjacent street traffic) across US 41 on the east side of the intersection.
35	11/29/2012	Thursday	3:42 PM	Bike		X		Day	Dry		Male		47	52	Bike	X		FTY R/W	Driver traveling straight SB on Airport Pulling Rd at signal with US 41 with green signal struck bicyclist traveling EB in crosswalk on south leg (Peters St).
36	12/18/2012	Tuesday	12:37 PM	Bike		X		Day	Dry		Male		48	43	Bike		X	Riding Wrong Way	Driver making NB right-turn from driveway at Bamboo Dr struck bicyclist traveling WB (opposite adjacent street traffic) in bike lane. Motorist said view obstructed by wall and hedges.
37	1/19/2013	Saturday	3:36 PM	Bike		X		Day	Dry		Male		60	79	Driver		X	FTY R/W	Driver making SB right-turn from driveway at 2205 Tamiami Trail (Coral Cay Adventure Golf) struck bicyclist traveling WB on sidewalk.
38	2/15/2013	Friday	6:00 PM	Bike		X		Day	Dry		Male		51	55	Driver		X	FTY R/W	Driver making NB right-turn from driveway at Pine St struck bicyclist traveling WB (opposite adjacent street traffic) on sidewalk.

Collier County Pedestrian/Bicycle Road Safety Audits

Location: Guilford Road to Commercial Drive
State Route: US 41 (Tamiami Trail)
Study Period: 2009 to 2014
County: Collier
Number of Years: 5+

NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAMAGE ONLY	DAY/ NIGHT	WET/ DRY	UNDER INFLUENCE	GENDER PED/BIKE	RACE	AGE OF PED/BIKE	AGE OF DRIVER	AT-FAULT	AT SIGNAL LOCATION	AT DRIVEWAY	CONTRIBUTING CAUSE	COMMENTS
39	2/24/2013	Sunday	6:50 PM	Bike			X	Night	Dry		Male	H	41	35	Driver	X		FTY R/W	Driver making NB right-turn from Bayshore Dr onto US 41 struck bicyclist in the marked crosswalk located across the right-turn channelized lane. No bike light.
40	3/10/2013	Sunday	3:43 PM	Bike		X		Day	Dry		Female		25	66	Bike		X	Riding Wrong Way	Driver making NB right-turn from driveway at Pine St struck bicyclist traveling WB (against traffic) in bike lane.
41	7/13/2013	Saturday	3:37 PM	Bike		X		Day	Dry		Female	H	41	53	Driver		X	FTY R/W	Driver making NB right-turn from Gordon St struck bicyclist traveling WB (opposite adjacent street traffic) on sidewalk.
42	9/14/2013	Saturday	1:08 PM	Bike	X			Day	Dry		Female		59	82	Bike			FTY R/W	Driver traveling WB on US 41 at 2445 Tamiami Trail, approx. 500 feet west of Pine St struck bicyclist that traveled SB across the WB traffic lanes from the WB bike lane. Bicyclist was struck by motorist in the inside through lane. FATAL
43	10/5/2013	Saturday	11:27 PM	Ped		X		Night	Dry	X	Male	H	38	24	Ped			FTY R/W	Driver traveling EB on US 41 struck pedestrian crossing US 41 midblock traveling SB across US 41. Dark - lighted.
44	12/20/2013	Friday	1:33 AM	Bike		X		Night	Dry		Male	H	57	UNK	Driver		X	FTY R/W	Driver making NB right-turn at PetSmart (2416 Tamiami Trail) struck bicyclist traveling WB on sidewalk as he crossed the driveway.
45	2/5/2014	Wednesday	9:09 AM	Bike		X		Day	Dry		Male		39	37	Driver		X	FTY R/W	Driver traveling WB on US 41 turned right into driveway to Tire Kingdom, located 400 feet west of Pine St, struck bicyclist traveling WB in the bike lane (with traffic) as he crossed driveway.
46	3/31/2014	Monday	9:44 PM	Ped		X		Night	Dry		Male		63	42	Ped			FTY R/W	Driver traveling EB on US 41 in center lane struck pedestrian traveling SB across US 41 midblock, approx. 100 feet east of Bayshore Dr, in dark lighted area.
47	6/7/2014	Saturday	2:13 AM	Ped		X		Night	Dry		Male		56	31	Ped			FTY R/W	Driver traveling WB on US 41 in inside lane struck pedestrian traveling across US 41 midblock (unknown direction), east of Shadowlawn Dr, in dark unlighted area.
48	10/30/2014	Thursday	8:50 AM	Ped		X		Day	Dry		Male		54	UNK	Ped	X		FTY R/W	Driver traveling WB on US 41 in outside lane struck pedestrian traveling across US 41 at Shadowlawn Dr signal (opposite adjacent street traffic) on the west leg. Motorist fled scene. Pedestrian was homeless.

Collier County Pedestrian/Bicycle Road Safety Audits

Location: US 41 to Estey Avenue
Arterial: Airport Pulling Road
Study Period: 2009 to 2014
County: Collier
Number of Years: 5+

NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAMAGE ONLY	DAY/ NIGHT	WET/ DRY	UNDER INFLUENCE	GENDER PED/BIKE	RACE	AGE OF PED/BIKE	AGE OF DRIVER	AT-FAULT	AT SIGNAL LOCATION	AT DRIVEWAY	CONTRIBUTING CAUSE	COMMENTS
1A	2/5/2009	Thursday	11:58 AM	Bike		X		Day	Dry		Female	C	41	20	Driver		x	FTY R/W	Driver making WB right-turn at 2641 driveway struck tricyclist traveling north (with adjacent street traffic) on sidewalk.
2A	3/5/2009	Thursday	5:38 PM	Bike		X		Day	Dry		Male	H	33	33	Driver		X	FTY R/W	Driver making WB right-turn at Walgreens driveway (north of Davis Blvd) struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
3A	4/23/2009	Thursday	2:34 PM	Bike		X		Day	Dry		Male	C	19	64	Driver		X	FTY R/W	Driver making WB right-turn at 1651 Airport Pulling Rd (Home Depot) driveway struck bicyclist traveling north (with adjacent street traffic) on sidewalk.
4A	6/9/2009	Tuesday	11:35 AM	Bike		X		Day	Dry		Male	C	33	64	Driver		X	FTY R/W	Driver making WB right-turn at 2641 driveway struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
5A	8/28/2009	Friday	6:58 PM	Ped		X		Day	Dry		Male	C	43	81	Ped			FTY R/W	Pedestrian running WB mid-block across Airport Pulling Rd (100 feet north of Glades Blvd signal) was struck by NB motorist
6A	10/26/2009	Monday	12:08 PM	Bike		X		Day	Dry		Female	C	47	59	Driver		X	FTY R/W	Motorist traveling SB making a left-turn into 1651 Airport Pulling Rd driveway struck bicyclist traveling NB (with adjacent street traffic) on sidewalk.
7A	1/7/2011	Friday	7:13 AM	Bike		X		Day	Dry		Female		45	22	Driver		X	FTY R/W	Driver making WB right-turn at Great Blue Dr. struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
8A	12/10/2011	Saturday	1:25 PM	Bike		X		Day	Dry		Male		49	50	Driver		X	FTY R/W	Driver making WB right-turn from driveway at Collier Government Ctr struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
9A	1/24/2012	Tuesday	6:26 PM	Ped		X		Night	Dry		Female	H	34	71	Ped			FTY R/W	Pedestrian, wearing dark clothing, walking EB across Airport Pulling Rd, south of Home Depot driveway, was struck by NB motorist; listed as a dark, lighted area.
10A	3/13/2012	Tuesday	5:03 PM	Bike		X		Day	Dry		Male	H	50	68	Driver		X	FTY R/W	Driver making WB right-turn from driveway at Plaza Entrance, south of Estey Ave, struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
11A	4/14/2012	Saturday	12:13 PM	Bike		X		Day	Dry		Female	H	16	71	Driver		X	FTY R/W	Driver making WB right-turn at 1651 Airport Pulling Rd (Home Depot) driveway struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
12A	8/14/2012	Tuesday	11:52 AM	Bike		X		Day	Dry		Female		50	39	Driver		X	FTY R/W	Driver making WB right-turn at 2641 Airport Pulling Rd driveway struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
13A	9/25/2012	Tuesday	6:50 AM	Bike		X		Night	Dry		Male	H	50	16	Driver		X	FTY R/W	Driver making EB right-turn at Caledonia Ave struck bicyclist traveling north (opposite adjacent street traffic) on sidewalk.
14A	11/29/2012	Thursday	3:42 PM	Bike		X		Day	Dry		Male		47	52	Bike	X		FTY R/W	Bicyclist traveling WB (against ped signal) in signalized crosswalk across Peters St/Airport Pulling Rd at US 41 was struck by motorist traveling SB.
15A	12/12/2012	Wednesday	3:37 PM	Bike		X		Day	Dry		Male		51	38	Driver		X	FTY R/W	Driver making WB right-turn from driveway at Collier Government Ctr struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
16A	7/27/2013	Saturday	7:50 PM	Bike		X		Day	Dry		Male		56	45	Bike			FTY R/W	Bicyclist traveling west across Airport Pulling Rd near 2272 Airport Pulling Rd collided with motorist traveling SB on Airport Pulling Rd.
17A	9/27/2013	Friday	4:22 PM	Bike		X		Day	Dry		Female	H	13	92	Driver	X		FTY R/W	Bicyclist traveling SB in signalized crosswalk across Glades Blvd was struck by motorist attempting a WB right-turn on red.
18A	10/15/2013	Tuesday	4:00 PM	Bike		X		Day	Dry		Male	H	17	23	Bike			FTY R/W	Bicyclist traveling WB across Airport Pulling Rd from 2601 Airport Pulling Rd was struck by NB motorist.
19A	12/30/2013	Monday	6:05 AM	Bike		X		Night	Dry		Female		45	56	Driver	X		FTY R/W	Bicyclist traveling NB in signalized crosswalk across Davis Blvd was struck by motorist attempting a WB right-turn on red.
20A	1/14/2014	Tuesday	11:50 AM	Bike		X		Day	Dry		Male	H	25	59	Driver		X	FTY R/W	Driver making WB right-turn at 2641 Airport Pulling Rd driveway struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
21A	5/1/2014	Thursday	5:40 PM	Bike		X		Day	Dry		Female	H	53	90	Driver	X		FTY R/W	Motorist traveling SB on Airport Pulling Rd making a right-turn on red collided with a bicyclist crossing Estey Ave NB at signalized crosswalk.

Collier County Pedestrian/Bicycle Road Safety Audits

Location: US 41 to Estey Avenue
Arterial: Airport Pulling Road
Study Period: 2009 to 2014
County: Collier
Number of Years: 5+

NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAMAGE ONLY	DAY/ NIGHT	WET/ DRY	UNDER INFLUENCE	GENDER PED/BIKE	RACE	AGE OF PED/BIKE	AGE OF DRIVER	AT-FAULT	AT SIGNAL LOCATION	AT DRIVEWAY	CONTRIBUTING CAUSE	COMMENTS
22A	5/18/2014	Sunday	10:14 AM	Bike		X		Day	Dry		Male	H	26	24	Driver		X	FTY R/W	Driver making WB right-turn from driveway at 2001 Airport Pulling Rd struck bicyclist traveling south (opposite adjacent street traffic) on sidewalk.
23A	6/11/2014	Wednesday	5:00 PM	Bike		X		Day	Dry		Female		29	23	Bike	X		FTY R/W	NB motorist making left-turn on green arrow at Estey Ave struck a bicyclist traveling SB in the crosswalk across Estey Ave.
24A	9/26/2014	Friday	10:33 AM	Bike		X		Day	Dry		Male		32	38	Driver	X		FTY R/W	Motorist traveling SB on Airport Pulling Rd making a right-turn on red collided with a bicyclist WB in crosswalk on the north leg of Airport Pulling Rd.

APPENDIX D

Pedestrian/Bicyclist Counts

Pedestrian/Bicyclist Counts
January 14 and 15, 2015

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	-	-	-	-	-	-
7:15-7:30	-	-	-	-	-	-	-	-	-	-
7:30-7:45	-	1	-	2	-	-	-	-	-	-
7:45-8:00	-	1	-	1	-	-	-	-	-	-
TOTAL	**-**	**2**	**-**	**3**	-	-	-	-	-	-
8:00-8:15	-	-	-	1	-	-	-	-	-	-
8:15-8:30	-	1	-	-	-	-	-	-	-	-
8:30-8:45	-	-	-	-	-	-	-	-	-	-
8:45-9:00	1	1	-	-	-	-	-	-	-	-
TOTAL	**1**	**1/1**	-	**1**	-	-	-	-	-	-
9:00-9:15	-	1	1	-	-	-	-	-	-	-
9:15-9:30	-	-	-	-	-	-	-	-	-	-
9:30-9:45	-	-	-	-	-	-	-	-	-	-
9:45-10:00	-	-	-	-	-	-	-	-	-	-
TOTAL	-	1	1	-	-	-	-	-	-	-

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	-	-	-	-	-	-	-	-	-	-
10:15-10:30	-	-	-	-	-	-	-	-	-	-
10:30-10:45	-	-	-	-	-	-	-	-	-	-
10:45-11:00	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	-	-	-	-	-	-
11:00-11:15	-	-	-	1	-	-	-	-	-	-
11:15-11:30	-	-	-	-	-	-	-	-	-	-
11:30-11:45	-	-	1	-	-	-	-	-	-	-
11:45-12:00	-	-	1	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**1/1**	**1**	-	-	-	-	-	-
12:00-12:15	-	-	-	-	1	-	-	-	-	-
12:15-12:30	3	-	-	-	1	1	-	-	-	-
12:30-12:45	-	1	-	-	-	-	-	-	-	-
12:45-13:00	-	1/1	-	-	-	-	-	-	-	-
TOTAL	**3**	**1/2**	**-**	**-**	**2**	**1**	-	-	-	-

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	-	-	-	-	-	-	-	-	-	-
13:15-13:30	-	-	-	1	-	-	-	-	-	-
13:30-13:45	1	-	-	-	-	-	-	-	-	-
13:45-14:00	1	-	1	-	-	-	-	1	-	-
TOTAL	**2**	**-**	**1**	**1**	**-**	**-**	**-**	**1**	**-**	**-**
14:00-14:15	-	-	-	-	-	-	1	-	-	-
14:15-14:30	-	-	-	-	-	-	-	1	-	-
14:30-14:45	-	-	-	-	-	-	-	-	-	-
14:45-15:00	-	-	-	-	1	-	-	2	-	-
TOTAL	**-**	**-**	**-**	**-**	**1**	**-**	**1**	**3**	**-**	**-**
15:00-15:15	1	-	-	-	2	-	-	1	-	-
15:15-15:30	1	-	-	-	-	-	-	-	-	-
15:30-15:45	3/1	1/2	-	-	-	-	-	1	-	-
15:45-16:00	-	1/3	-	1	-	-	-	2	-	-
TOTAL	**4/2**	**2/5**	**-**	**1**	**2**	**-**	**-**	**4**	**-**	**-**

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	1/3	1/1	-	-	-	-	-	-	-	-
16:15-16:30	1	1	-	-	-	-	-	-	-	-
16:30-16:45	2	1	-	-	-	-	1	-	-	-
16:45-17:00	-	-	-	-	-	-	-	-	-	-
TOTAL	**3/4**	**2/2**	**-**	**-**	**-**	**-**	**1**	**-**	**-**	**-**
17:00-17:15	1	-	1	-	-	-	-	-	-	-
17:15-17:30	-	-	2	-	-	-	1	-	-	-
17:30-17:45	3/1	1	-	-	1	-	-	-	-	-
17:45-18:00	2	-	-	1/1	-	-	-	-	-	-
TOTAL	**5/2**	**1**	**3**	**1/1**	**1**	**-**	**1**	**-**	**-**	**-**

7-8 AM	2	3	0	0	0
8-9 AM	3	1	0	0	0
9-10 AM	1	0	0	0	0
10-11 AM	0	0	0	0	0
11-12 PM	0	1	0	0	0
12 - 1 PM	6	0	3	0	0
1-2 PM	2	1	0	1	0
2-3 PM	0	0	1	4	0
3-4 PM	13	1	2	4	0
4-5 PM	11	0	0	1	0
5-6 PM	8	2	1	1	0

Time	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	-	-
7:15-7:30	1	-	-	1	3	-
7:30-7:45	-	-	-	-	3	1/1
7:45-8:00	-	3	-	-	-	-
TOTAL	**1**	**3**	**-**	**1**	**6**	**1/1**
8:00-8:15	-	-	1/1	-	1	-
8:15-8:30	-	-	-	-	1	1/1
8:30-8:45	1	-	-	-	1	-
8:45-9:00	1	3	-	-	1	-
TOTAL	**2**	**3**	**1/1**	**-**	**1/3**	**1/1**
9:00-9:15	-	1	-	-	2	-
9:15-9:30	-	-	-	-	1	-
9:30-9:45	-	-	-	-	-	-
9:45-10:00	-	-	-	-	1	-
TOTAL	**-**	**1**	**-**	**-**	**1/3**	**-**

Time	EB	WB	EB	WB	EB	WB
10:00-10:15	-	-	-	-	1	-
10:15-10:30	1	-	-	-	-	-
10:30-10:45	-	-	-	-	3	-
10:45-11:00	-	-	-	-	-	-
TOTAL	**1**				**4**	
11:00-11:15	-	-	-	1	-	-
11:15-11:30	-	-	-	1	1	1
11:30-11:45	-	-	-	-	-	-
11:45-12:00	1	1	-	1	1/1	-
TOTAL	**1**	**1**		**3**	**2/1**	**1**
12:00-12:15	-	-	-	-	1	-
12:15-12:30	-	-	-	-	2	2
12:30-12:45	-	-	-	-	-	-
12:45-13:00	-	1	-	-	-	-
TOTAL		**1**			**2/1**	**2**

Time	EB	WB	EB	WB	EB	WB
13:00-13:15	-	-	-	-	-	2
13:15-13:30	1	1	-	-	1	2
13:30-13:45	-	-	-	-	-	-
13:45-14:00	1	-	-	-	-	-
TOTAL	**1/1**	**1**			**1**	**4**
14:00-14:15	1	-	-	-	-	-
14:15-14:30	-	1	-	-	-	-
14:30-14:45	-	-	1	1	-	-
14:45-15:00	1	-	-	-	-	-
TOTAL	**1/1**	**1**	**1**	**1**		
15:00-15:15	3	1	-	1	-	-
15:15-15:30	-	-	-	3	-	-
15:30-15:45	-	-	-	3	-	-
15:45-16:00	-	2	-	-	-	1
TOTAL	**3**	**3**		**1/6**		**1**

Time	EB	WB	EB	WB	EB	WB
16:00-16:15	-	-	-	-	-	-
16:15-16:30	-	-	1/2	-	1	-
16:30-16:45	-	-	1/1	3/1	-	1
16:45-17:00	-	-	-	1	1	-
TOTAL			**2/3**	**3/2**	**1/1**	**1**
17:00-17:15	-	-	-	-	-	-
17:15-17:30	-	-	-	-	1	-
17:30-17:45	-	-	-	-	1	-
17:45-18:00	-	-	1	1	1	1
TOTAL			**1**	**1**	**1/2**	**1**

7-8 AM	4	1	8
8-9 AM	5	2	6
9-10 AM	1	0	4
10-11 AM	1	0	4
11-12 PM	2	3	4
12 - 1 PM	1	0	5
1-2 PM	3	0	5
2-3 PM	3	2	0
3-4 PM	6	7	1
4-5 PM	0	10	3
5-6 PM	0	2	3

NAPLES CAR WASH

Time	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	2	-	1	-	1	-	-	-
7:15-7:30	1	-	2	-	-	-	3/2	-
7:30-7:45	1/1	-	1/1	1/1	1	1	2	1
7:45-8:00	-	-	1/2	-	3	-	2/3	1
TOTAL	**1/4**		**5/3**	**1/1**	**5**	**1**	**7/5**	**1/1**
8:00-8:15	2/1	1	-	-	-	-	3	1
8:15-8:30	1	1	1	1	1/3	1	1/1	3/1
8:30-8:45	-	-	1	1	-	1	3	1/2
8:45-9:00	1	-	1	-	-	-	-	2
TOTAL	**2/3**	**2**	**3**	**2**	**1/3**	**2**	**4/4**	**4/6**
9:00-9:15	-	-	-	-	1	-	1	1
9:15-9:30	-	-	-	1	-	1	-	1
9:30-9:45	1	-	1	-	1	3/1	-	2/2
9:45-10:00	-	-	1	-	-	1	2	-
TOTAL	**1**		**2**	**1**	**1/1**	**3/3**	**3**	**3/3**

NAPLES CAR WASH

Time	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	1	-	-	2/1	-	1	-	1
10:15-10:30	-	-	1	-	-	2	1/1	1/1
10:30-10:45	2/1	-	-	-	1	-	1	2
10:45-11:00	1	-	-	-	-	1	1	-
TOTAL	**4/1**		**1**	**2/1**	**1**	**4**	**3/1**	**3/2**
11:00-11:15	1	-	-	2	-	1/2	4/4	-
11:15-11:30	1	-	1	-	-	1	1/1	-
11:30-11:45	-	-	-	-	1	1	2/1	1
11:45-12:00	-	1	-	1	-	-	-	-
TOTAL	**1/1**	**1**	**1**	**3**	**1**	**1/4**	**7/6**	**1**
12:00-12:15	2	2/1	-	-	-	1	-	1/2
12:15-12:30	2	1	1	-	2	-	-	1
12:30-12:45	3	2	-	1	-	-	-	-
12:45-13:00	1	-	-	-	1/1	2	-	1/2
TOTAL	**2/6**	**3/3**	**1**	**1**	**1/3**	**3**		**2/5**

NAPLES CAR WASH

Time	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	2	2	-	2	2	-	2	1
13:15-13:30	-	2	-	-	1	-	2	2
13:30-13:45	1	-	1/2	1	2	-	2	2
13:45-14:00	-	-	-	2	1/1	1	1	1
TOTAL	**3**	**4**	**1/2**	**5**	**6/1**	**1**	**7**	**5/1**
14:00-14:15	1	1	-	1	-	1	-	-
14:15-14:30	-	-	1	1	-	-	-	-
14:30-14:45	1	-	-	1	1	1	2	3/1
14:45-15:00	-	1/1	-	-	1/1	1	2/1	1/1
TOTAL	**1/1**	**2/1**	**1**	**2/1**	**1/2**	**2/1**	**4/1**	**4/2**
15:00-15:15	-	1	-	-	-	-	-	-
15:15-15:30	2	1/2	1	2	1	2	-	5
15:30-15:45	-	-	1	2	-	1/1	-	1/1
15:45-16:00	1	1	1	-	1	-	1/2	-
TOTAL	**2/1**	**3/2**	**2/1**	**2/2**	**1/1**	**3/1**	**1/2**	**1/6**

NAPLES CAR WASH

Time	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	1	1	1	-	-	2	4	2/3
16:15-16:30	1	-	-	-	1	-	-	1/2
16:30-16:45	2/2	1/1	1	-	-	1	2	5/5
16:45-17:00	1/1	-	-	-	1	1	2/7	1
TOTAL	**3/5**	**1/2**	**2**		**2**	**1/3**	**8/7**	**9/10**
17:00-17:15	1/2	2/3	-	1	1	2	-	1/1
17:15-17:30	1	1	-	1	-	2	1	2
17:30-17:45	1	3	2/1	2	-	-	-	1
17:45-18:00	1/3	5	1	-	-	1	3/1	1
TOTAL	**2/7**	**7/7**	**2/2**	**4**	**1**	**5**	**3/2**	**2/4**

7-8 AM	5	10	6	14
8-9 AM	7	5	6	18
9-10 AM	1	3	8	9
10-11 AM	5	4	5	9
11-12 PM	3	4	6	14
12 - 1 PM	14	2	7	7
1-2 PM	7	8	8	13
2-3 PM	5	4	6	11
3-4 PM	8	7	6	10
4-5 PM	11	2	6	34
5-6 PM	23	5	6	11

Time	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	-	2	1	2	-	-	-	2
7:15-7:30	4/4	-	1/1	2	1	1/2	1/1	2
7:30-7:45	9/8	2	3/2	1	-	-	1	3/1
7:45-8:00	16/10	-	1/1	2	1	1/1	-	3/2
TOTAL	**29/22**	**2/2**	**6/4**	**7**	**1/1**	**2/3**	**2/1**	**8/5**
8:00-8:15	7/10	-	-	-	-	2	3	2
8:15-8:30	11/6	-	1	-	2	5	-	5/6
8:30-8:45	3/6	1	-	1	8	7	5/2	2/2
8:45-9:00	5	6	2	1	2/1	1/2	-	2/2
TOTAL	**21/27**	**1/6**	**3**	**1/1**	**10/3**	**15/2**	**8/2**	**9/12**
9:00-9:15	2	1/3	1	1	-	-	1	1
9:15-9:30	2	1	-	-	-	-	1	1
9:30-9:45	2/8	3/4	-	-	1	1/2	3	4/1
9:45-10:00	2/1	6/5	-	-	-	1	-	1/1
TOTAL	**6/11**	**10/13**	**1**	**1**	**1**	**1/3**	**5**	**6/3**

Time	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	3/2	1	2	-	2	-	-	3/2
10:15-10:30	1/5	-	1	-	-	-	1	6
10:30-10:45	2/1	1/3	-	-	1	-	-	3/4
10:45-11:00	6/4	1/3	1	1	-	1/1	1	1/1
TOTAL	**12/12**	**3/6**	**3/1**	**1**	**2/1**	**1/1**	**1/1**	**7/13**
11:00-11:15	9/4	3	-	1	1	-	1	3
11:15-11:30	1/5	2/1	-	2	-	-	1	4
11:30-11:45	1	-	2	-	1	-	2	2
11:45-12:00	-	2/1	-	-	-	1	-	-
TOTAL	**10/10**	**4/5**	**2**	**3**	**1/1**	**1**	**4**	**4/5**
12:00-12:15	1	1	-	-	1	-	1	1
12:15-12:30	1	1	1	-	2	-	4	1
12:30-12:45	-	2/1	-	-	1	-	3	1
12:45-13:00	1	-	-	-	-	-	-	1
TOTAL	**2/1**	**3/2**	**1**		**4**		**8**	**4**

Time	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	1/8	3	2	-	-	1	2	6
13:15-13:30	5/6	1	-	-	-	-	-	3/2
13:30-13:45	1	1/1	-	-	1	5	-	1
13:45-14:00	2/2	2	-	-	1	2	2	-
TOTAL	**8/17**	**1/7**	**2**		**1/1**	**5/3**	**2/2**	**3/9**
14:00-14:15	1/1	1/1	-	1	-	1/1	1	-
14:15-14:30	-	1/2	-	-	-	1	3	-
14:30-14:45	2	2/2	3	1/1	1	2/2	2/1	-
14:45-15:00	1/3	1	2	-	1	1	1	-
TOTAL	**4/4**	**4/6**	**2/3**	**1/2**	**1/1**	**5/3**	**6/2**	
15:00-15:15	1	2	1	-	1/2	1	1/1	2
15:15-15:30	2/3	2	-	1	1/2	4/1	3	1/3
15:30-15:45	2/1	2	-	-	-	1/1	-	3
15:45-16:00	1	2	1	5	1/2	-	-	1/2
TOTAL	**5/5**	**6/2**	**2**	**6**	**3/6**	**6/2**	**4/1**	**2/10**

Time	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	2/5	1	1	-	1/2	1	2/1	-
16:15-16:30	1	2	-	-	1	1	1	1
16:30-16:45	6/2	1/7	2	-	3/4	4	2/2	4
16:45-17:00	2/3	-	1	-	1/2	1	2	2/6
TOTAL	**11/10**	**1/10**	**4**		**5/9**	**2/5**	**6/4**	**3/10**
17:00-17:15	2/5	4/1	1	2	1	2	1	1
17:15-17:30	3	4/2	-	-	3/2	2	2/1	2/6
17:30-17:45	3/2	1	1	-	1	1/1	2	6
17:45-18:00	2/1	9/4	1/2	2	1/1	2/1	-	1/6
TOTAL	**10/8**	**17/8**	**2/3**	**4**	**5/4**	**5/4**	**4/2**	**4/18**

7-8 AM	55	17	7	16
8-9 AM	55	5	30	31
9-10 AM	40	2	5	14
10-11 AM	33	5	5	22
11-12 PM	29	5	3	13
12 - 1 PM	8	1	4	12
1-2 PM	33	2	10	16
2-3 PM	18	8	10	8
3-4 PM	18	8	17	17
4-5 PM	32	4	21	23
5-6 PM	43	9	18	28

Time	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	-	-
7:15-7:30	1	-	-	-	-	-
7:30-7:45	-	1	-	-	-	-
7:45-8:00	-	-	-	-	-	-
TOTAL	**1**	**1**	**-**	**-**	**-**	**-**
8:00-8:15	-	-	-	-	-	-
8:15-8:30	-	-	-	-	-	-
8:30-8:45	-	-	-	-	-	-
8:45-9:00	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**
9:00-9:15	-	-	-	-	-	-
9:15-9:30	-	-	-	-	-	-
9:30-9:45	1/1	1	-	-	-	-
9:45-10:00	1	1	-	-	-	-
TOTAL	**1/2**	**2**	**-**	**-**	**-**	**-**

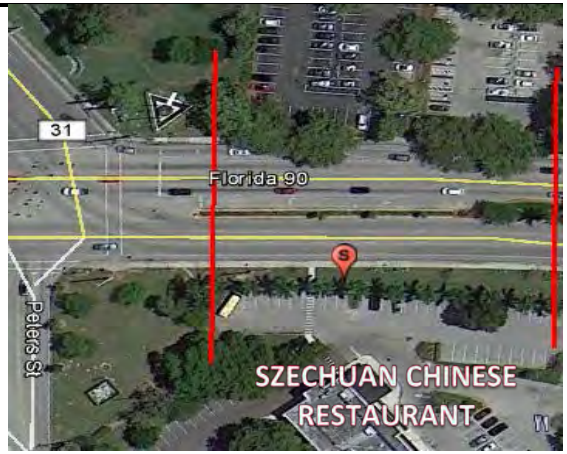
Time	EB	WB	EB	WB	EB	WB
10:00-10:15	1	1/1	-	-	-	-
10:15-10:30	1	-	-	-	-	-
10:30-10:45	-	-	-	-	1	-
10:45-11:00	1	1	-	-	-	1
TOTAL	**1/2**	**2/1**	**-**	**-**	**1**	**1**
11:00-11:15	-	-	-	-	-	1
11:15-11:30	-	-	-	-	-	-
11:30-11:45	-	-	-	-	-	-
11:45-12:00	-	-	-	-	1	2
TOTAL	**-**	**-**	**-**	**-**	**1**	**3**
12:00-12:15	1	-	-	-	-	1
12:15-12:30	-	-	-	-	3	2
12:30-12:45	3	1	2	-	-	5
12:45-13:00	-	2	-	2	-	-
TOTAL	**4**	**1/2**	**2**	**2**	**3**	**7/1**

Time	EB	WB	EB	WB	EB	WB
13:00-13:15	1	4	1	-	2	-
13:15-13:30	1	1	-	-	-	-
13:30-13:45	2/2	-	-	-	-	1
13:45-14:00	-	-	1	-	-	-
TOTAL	**4/2**	**5**	**2**	**-**	**2**	**1**
14:00-14:15	-	2	-	-	-	-
14:15-14:30	2	-	-	-	2	1
14:30-14:45	-	-	-	-	-	-
14:45-15:00	3	1	-	-	-	-
TOTAL	**5**	**1/2**	**-**	**-**	**2**	**1**
15:00-15:15	1	1/3	-	2	-	1
15:15-15:30	-	1	-	-	-	-
15:30-15:45	-	1	-	-	-	1
15:45-16:00	-	1	-	-	-	-
TOTAL	**1**	**3/4**	**-**	**2**	**-**	**1/1**

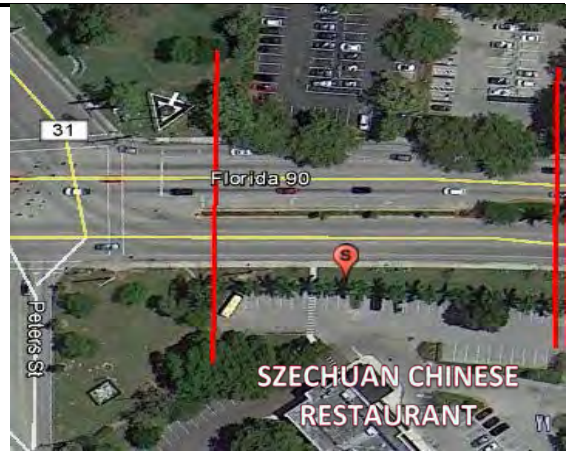
Time	EB	WB	EB	WB	EB	WB
16:00-16:15	2	1/1	-	-	-	1
16:15-16:30	1	3/1	-	-	-	-
16:30-16:45	3	6	-	-	-	-
16:45-17:00	1/2	3	-	1	-	-
TOTAL	**4/5**	**10/5**	**-**	**1**	**-**	**1**
17:00-17:15	1	2	-	-	-	-
17:15-17:30	3	1	-	-	1	-
17:30-17:45	2	2	-	-	-	-
17:45-18:00	1/1	-	-	-	-	-
TOTAL	**4/4**	**1/4**	**-**	**-**	**1**	**-**

7-8 AM	2	0	0
8-9 AM	0	0	0
9-10 AM	5	0	0
10-11 AM	6	0	1
11-12 PM	0	0	4
12 - 1 PM	7	4	11
1-2 PM	11	2	3
2-3 PM	8	0	3
3-4 PM	8	2	2
4-5 PM	24	1	1
5-6 PM	13	0	1

AIRPORT PULLING RD

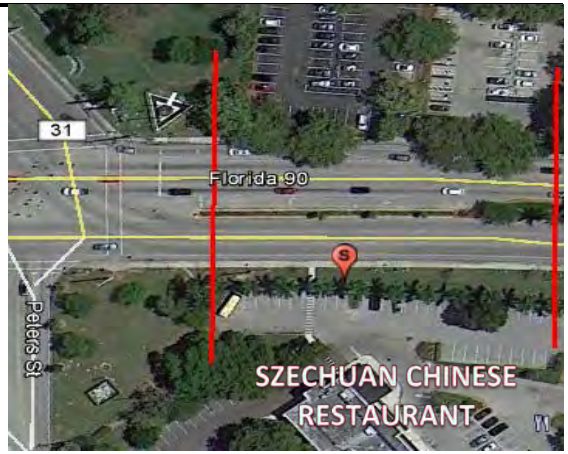


Time	EB	WB	EB	WB
7:00-7:15	2	1/1	-	-
7:15-7:30	-	-	2	1
7:30-7:45	-	-	-	-
7:45-8:00	-	1	-	-
TOTAL	**2**	**2/1**	**2**	**1**
8:00-8:15	-	-	-	-
8:15-8:30	-	-	-	-
8:30-8:45	-	-	-	-
8:45-9:00	-	2/1	-	-
TOTAL	**-**	**2/1**	**-**	**-**
9:00-9:15	-	-	-	-
9:15-9:30	1/1	-	-	-
9:30-9:45	-	-	-	-
9:45-10:00	-	-	-	-
TOTAL	**1/1**	**-**	**-**	**-**

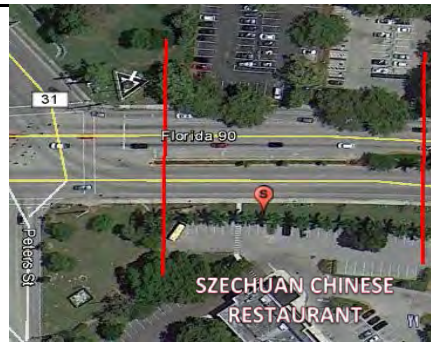


Time	EB	WB	EB	WB
10:00-10:15	1	-	1	-
10:15-10:30	-	-	-	-
10:30-10:45	1	2	-	-
10:45-11:00	1/1	1	-	-
TOTAL	**2/2**	**3**	**1**	**-**
11:00-11:15	-	-	-	-
11:15-11:30	-	-	-	-
11:30-11:45	-	-	-	-
11:45-12:00	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**
12:00-12:15	2	-	-	-
12:15-12:30	-	3	-	-
12:30-12:45	-	-	-	1
12:45-13:00	1	-	-	-
TOTAL	**3**	**3**	**-**	**1**

AIRPORT PULLING RD



Time	EB	WB	EB	WB
13:00-13:15	2	-	-	-
13:15-13:30	-	-	3	-
13:30-13:45	-	-	-	-
13:45-14:00	-	-	-	-
TOTAL	**2**	**-**	**3**	**-**
14:00-14:15	-	-	-	-
14:15-14:30	1	1	1/2	-
14:30-14:45	-	-	-	-
14:45-15:00	-	-	-	-
TOTAL	**1**	**1**	**1/2**	**-**
15:00-15:15	-	-	-	-
15:15-15:30	-	-	-	-
15:30-15:45	-	1	-	-
15:45-16:00	2	1	-	1/1
TOTAL	**2**	**2**	**-**	**1/1**



Time	EB	WB	EB	WB
16:00-16:15	-	-	-	-
16:15-16:30	-	1	-	2
16:30-16:45	-	-	1	-
16:45-17:00	1	-	-	-
TOTAL	**1**	**1**	**1**	**2**
17:00-17:15	-	-	1	-
17:15-17:30	2/1	-	-	-
17:30-17:45	-	-	-	1/1
17:45-18:00	2	1	3	1
TOTAL	**4/1**	**1**	**4**	**2/1**

7-8 AM	5	3
8-9 AM	3	0
9-10 AM	2	0
10-11 AM	7	1
11-12 PM	0	0
12 - 1 PM	6	1
1-2 PM	2	3
2-3 PM	2	3
3-4 PM	4	2
4-5 PM	2	3
5-6 PM	6	7

Time	EB	WB	EB	WB
7:00-7:15	1	-	1	-
7:15-7:30	1	1	1	-
7:30-7:45	-	-	1	1/1
7:45-8:00	1	1	-	1
TOTAL	**3**	**2**	**2/1**	**1/2**
8:00-8:15	-	-	-	1/2
8:15-8:30	-	-	1	-
8:30-8:45	-	-	-	-
8:45-9:00	1	1	1	-
TOTAL	**1**	**1**	**1/1**	**1/2**
9:00-9:15	-	-	-	-
9:15-9:30	-	-	5/2	2/1
9:30-9:45	1	-	1	2/1
9:45-10:00	1	-	5	-
TOTAL	**1/1**	**-**	**11/2**	**4/2**

Time	EB	WB	EB	WB
10:00-10:15	1	-	-	-
10:15-10:30	-	-	1	1
10:30-10:45	-	-	-	-
10:45-11:00	-	-	-	1
TOTAL	**1**	**-**	**1**	**2**
11:00-11:15	-	-	1/1	1
11:15-11:30	-	-	-	1/1
11:30-11:45	-	-	1/1	2
11:45-12:00	1	-	2/1	2/1
TOTAL	**1**	**-**	**4/3**	**5/3**
12:00-12:15	-	-	1	-
12:15-12:30	-	2	-	1
12:30-12:45	-	-	-	-
12:45-13:00	-	-	-	-
TOTAL	**-**	**2**	**1**	**1**

Time	EB	WB	EB	WB
13:00-13:15	1	1	3	-
13:15-13:30	-	1	-	2
13:30-13:45	-	-	1	1
13:45-14:00	-	-	1	1
TOTAL	**1**	**2**	**5**	**3/1**
14:00-14:15	2	1	-	1
14:15-14:30	1/2	-	-	-
14:30-14:45	-	-	-	-
14:45-15:00	-	3	-	3
TOTAL	**3/2**	**4**	**-**	**4**
15:00-15:15	2/1	-	2	-
15:15-15:30	-	1/3	1	1/1
15:30-15:45	-	1	1	2
15:45-16:00	-	1/2	-	1
TOTAL	**2/1**	**3/5**	**3/1**	**4/1**

Time	EB	WB	EB	WB
16:00-16:15	-	2	1	2
16:15-16:30	-	-	2	-
16:30-16:45	1	4	1	-
16:45-17:00	1/1	-	-	2
TOTAL	**1/2**	**6**	**4**	**4**
17:00-17:15	1	1	5	-
17:15-17:30	-	1	-	-
17:30-17:45	2/1	-	2	-
17:45-18:00	1	1	-	-
TOTAL	**3/2**	**3**	**7**	**-**

7-8 AM	5	6
8-9 AM	2	5
9-10 AM	2	19
10-11 AM	1	3
11-12 PM	1	15
12 - 1 PM	2	2
1-2 PM	3	9
2-3 PM	9	4
3-4 PM	11	9
4-5 PM	9	8
5-6 PM	8	7

Time	EB	WB	EB	WB
7:00-7:15	-	1	-	-
7:15-7:30	1	-	-	1
7:30-7:45	-	1	-	1
7:45-8:00	-	-	-	-
TOTAL	**1**	**2**	**-**	**2**
8:00-8:15	-	2	-	-
8:15-8:30	-	1	-	2
8:30-8:45	-	-	-	-
8:45-9:00	2	2	-	-
TOTAL	**2**	**1/4**	**-**	**2**
9:00-9:15	-	-	-	2
9:15-9:30	1	-	-	-
9:30-9:45	3/1	2	-	-
9:45-10:00	2	1	-	1
TOTAL	**5/2**	**3**	**-**	**3**

Time	EB	WB	EB	WB
10:00-10:15	1	1	1	-
10:15-10:30	1	1	-	1
10:30-10:45	1	-	-	-
10:45-11:00	4	1/1	-	-
TOTAL	**2/5**	**3/1**	**1**	**1**
11:00-11:15	1	4/1	1	1
11:15-11:30	-	1	-	-
11:30-11:45	-	2	1	-
11:45-12:00	2	-	-	-
TOTAL	**3**	**7/1**	**2**	**1**
12:00-12:15	-	3	1	-
12:15-12:30	-	1/1	1	-
12:30-12:45	1	1	-	-
12:45-13:00	1	3	-	-
TOTAL	**1/1**	**7/2**	**2**	**-**

Time	EB	WB	EB	WB
13:00-13:15	1/1	-	-	-
13:15-13:30	-	3	2	-
13:30-13:45	-	-	-	-
13:45-14:00	3	-	-	-
TOTAL	**4/1**	**3**	**2**	**-**
14:00-14:15	-	-	1	-
14:15-14:30	-	-	-	-
14:30-14:45	-	-	-	-
14:45-15:00	1	-	-	-
TOTAL	**1**	**-**	**1**	**-**
15:00-15:15	-	-	-	2
15:15-15:30	3	-	-	-
15:30-15:45	1	2/1	-	-
15:45-16:00	3	1	-	-
TOTAL	**6/1**	**3/1**	**-**	**2**

Time	EB	WB	EB	WB
16:00-16:15	-	-	-	-
16:15-16:30	-	1	-	-
16:30-16:45	1/1	2	2	-
16:45-17:00	-	-	-	1
TOTAL	**1/1**	**2/1**	**2**	**1**
17:00-17:15	-	-	-	-
17:15-17:30	1	1	-	-
17:30-17:45	1	1/1	-	-
17:45-18:00	1	2/1	-	-
TOTAL	**3**	**3/3**	**-**	**-**

7-8 AM	3	2
8-9 AM	7	2
9-10 AM	10	3
10-11 AM	11	2
11-12 PM	11	3
12 - 1 PM	11	2
1-2 PM	8	2
2-3 PM	1	1
3-4 PM	11	2
4-5 PM	5	3
5-6 PM	9	0

Time	EB	WB	EB	WB
7:00-7:15	-	-	-	-
7:15-7:30	-	1	1/1	-
7:30-7:45	1	-	-	1
7:45-8:00	-	-	-	1
TOTAL	**1**	**1**	**1/1**	**1/1**
8:00-8:15	-	-	-	-
8:15-8:30	-	-	2	-
8:30-8:45	-	-	1	-
8:45-9:00	-	-	-	-
TOTAL	**-**	**-**	**2/1**	**-**
9:00-9:15	-	-	-	-
9:15-9:30	-	-	-	-
9:30-9:45	-	-	1	2
9:45-10:00	-	-	-	-
TOTAL	**-**	**-**	**1**	**2**

Time	EB	WB	EB	WB
10:00-10:15	-	-	-	-
10:15-10:30	-	-	-	-
10:30-10:45	-	-	-	-
10:45-11:00	-	1	-	-
TOTAL	**-**	**1**	**-**	**-**
11:00-11:15	-	-	-	-
11:15-11:30	-	-	-	-
11:30-11:45	-	1	-	-
11:45-12:00	2	-	-	-
TOTAL	**2**	**1**	**-**	**-**
12:00-12:15	-	-	-	-
12:15-12:30	-	-	-	-
12:30-12:45	-	-	-	-
12:45-13:00	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**

Time	EB	WB	EB	WB
13:00-13:15	-	-	1	-
13:15-13:30	-	-	-	-
13:30-13:45	-	-	-	-
13:45-14:00	-	-	1	-
TOTAL	**-**	**-**	**2**	**-**
14:00-14:15	-	-	1/3	1
14:15-14:30	-	-	-	2
14:30-14:45	-	-	-	-
14:45-15:00	-	-	-	-
TOTAL	**-**	**-**	**1/3**	**2/1**
15:00-15:15	-	-	-	-
15:15-15:30	-	-	-	-
15:30-15:45	-	-	1	-
15:45-16:00	-	-	-	-
TOTAL	**-**	**-**	**1**	**-**

Time	EB	WB	EB	WB
16:00-16:15	1	-	-	1
16:15-16:30	-	-	-	-
16:30-16:45	-	-	1	-
16:45-17:00	-	-	-	-
TOTAL	**1**	**-**	**1**	**1**
17:00-17:15	-	1	-	-
17:15-17:30	-	-	1	-
17:30-17:45	-	-	-	1
17:45-18:00	-	-	-	-
TOTAL	**-**	**-**	**1**	**1**

7-8 AM	2	4
8-9 AM	0	3
9-10 AM	0	3
10-11 AM	1	0
11-12 PM	3	0
12 - 1 PM	0	0
1-2 PM	0	2
2-3 PM	0	7
3-4 PM	0	1
4-5 PM	1	2
5-6 PM	0	2

Time	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	1	-	-	-	-	-	-	-
7:15-7:30	1	-	-	-	2	-	-	1
7:30-7:45	5	-	2	-	-	5	-	2
7:45-8:00	5	-	2	-	4	4	2	4
TOTAL	**12**	**-**	**4**	**-**	**6**	**9**	**2**	**7**
8:00-8:15	4	2	1	1	3	3	-	3
8:15-8:30	3	-	2	-	10	5	-	4
8:30-8:45	4	-	1	-	4	2/1	-	2
8:45-9:00	5	-	-	-	4	5	-	9
TOTAL	**16**	**2**	**4**	**1**	**21**	**15/1**	**-**	**18**
9:00-9:15	5	2	-	-	9	3	1	8
9:15-9:30	5	3	2	1	7/1	1/1	-	6
9:30-9:45	5	3	1	-	2/1	1	1	10
9:45-10:00	5	1	1	-	7	-	-	7
TOTAL	**20**	**9**	**4**	**1**	**25/2**	**5/1**	**2**	**31**

Time	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	5	1	1	-	-	6	-	1
10:15-10:30	5	-	-	-	7	1	-	6
10:30-10:45	5	3	-	-	13/1	-	-	8
10:45-11:00	5/1	-	1	-	10	-	-	9
TOTAL	**20/1**	**4**	**2**	**-**	**30/1**	**6/1**	**-**	**24**
11:00-11:15	5	-	2	1	12	-	1	5
11:15-11:30	5	2	-	-	6	-	2	7
11:30-11:45	5	3	-	-	7	-	-	7
11:45-12:00	5	-	1	1	8	-	3	10
TOTAL	**20**	**5**	**3**	**2**	**33**	**-**	**6**	**29**
12:00-12:15	5	3	-	2	8/1	-	-	6
12:15-12:30	5	5	1	-	11/1	-	2	9
12:30-12:45	5	3/1	2	-	9	-	1	5
12:45-13:00	5/1	-	-	-	12	-	2	8
TOTAL	**20/1**	**11/1**	**3**	**2**	**40/2**	**-**	**5**	**28**

Time	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	5	1	-	-	7	-	-	3
13:15-13:30	5	2	1	-	9	-	2	7
13:30-13:45	5	-	-	-	10/1	-	2	8
13:45-14:00	5	3	1	-	13	-	2	6
TOTAL	**20**	**6**	**2**	**-**	**39/1**	-	**6**	**24**
14:00-14:15	5/1	1	-	-	20	-	5	9
14:15-14:30	5	1	-	-	7/2	-	1	7
14:30-14:45	5	3	-	-	7	3	-	4
14:45-15:00	5	2	-	-	10	-	-	5
TOTAL	**20/1**	**7**	**-**	**-**	**44/2**	**3**	**6**	**25**
15:00-15:15	5	5	-	-	10	-	-	6
15:15-15:30	5	-	-	-	7	-	-	4
15:30-15:45	5	2	-	-	4/1	-	1	5
15:45-16:00	5	-	-	-	8/2	-	-	-
TOTAL	**20**	**7**	**-**	**-**	**29/3**	-	**1**	**15**

Time	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	5	-	-	-	11	-	-	10
16:15-16:30	5	2	-	-	17	-	-	5
16:30-16:45	5	2	-	-	8	-	-	5
16:45-17:00	5	-	-	-	10	-	-	5
TOTAL	**20**	**4**	**-**	**-**	**46**	-	**-**	**25**
17:00-17:15	5	2	-	-	6	-	2	7
17:15-17:30	5	-	-	-	8	-	-	3
17:30-17:45	5	1	-	-	7	-	-	-
17:45-18:00	5	3	-	-	7	-	2	6
TOTAL	**20**	**6**	**-**	**-**	**28**	-	**2**	**16**

7-8 AM	12	4	14	9
8-9 AM	18	5	37	18
9-10 AM	29	5	33	33
10-11 AM	25	2	38	24
11-12 PM	25	5	33	35
12 - 1 PM	33	5	42	33
1-2 PM	26	2	40	30
2-3 PM	28	0	49	31
3-4 PM	27	0	32	16
4-5 PM	24	0	46	25
5-6 PM	26	0	28	18

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	-	-	-	-	-	-
7:15-7:30	-	-	-	-	-	-	-	-	1	1/2
7:30-7:45	-	-	-	-	-	-	-	-	-	-
7:45-8:00	-	-	-	-	-	-	-	-	1	-
TOTAL	**-**	**-**	**-**	**-**	**-**	-	**-**	-	**1/1**	**1/2**
8:00-8:15	-	-	-	-	-	-	-	-	-	-
8:15-8:30	-	-	-	-	-	-	-	-	-	-
8:30-8:45	-	-	-	-	-	-	1	-	-	-
8:45-9:00	2	1	-	-	-	-	-	-	-	-
TOTAL	**2**	**1**	**-**	**-**	**-**	-	**1**	-	**-**	**-**
9:00-9:15	-	-	-	-	-	-	-	-	-	1
9:15-9:30	-	-	-	-	-	-	-	-	-	1
9:30-9:45	-	-	-	-	-	-	-	-	-	-
9:45-10:00	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	-	**-**	-	**-**	**2**

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	-	-	-	-	-	-	-	-	-	-
10:15-10:30	-	-	-	-	-	-	-	-	-	-
10:30-10:45	-	-	-	-	-	-	-	-	-	-
10:45-11:00	1	-	-	-	-	-	-	-	-	2
TOTAL	**1**	**-**	**-**	**-**	**-**	-	**-**	-	**-**	**2**
11:00-11:15	1	-	-	-	-	-	-	-	-	2
11:15-11:30	-	-	-	-	-	-	-	-	-	1
11:30-11:45	1	-	-	-	-	-	-	-	-	-
11:45-12:00	-	-	-	-	-	-	-	-	1/1	-
TOTAL	**1/1**	**-**	**-**	**-**	**-**	-	**-**	-	**1/1**	**2/1**
12:00-12:15	-	-	-	-	-	-	-	-	-	-
12:15-12:30	-	-	-	-	-	-	-	-	-	-
12:30-12:45	-	-	-	-	-	-	-	-	-	-
12:45-13:00	-	-	-	-	-	-	-	-	1	-
TOTAL	**-**	**-**	**-**	**-**	**-**	-	**-**	-	**1**	**-**

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	-	-	-	-	-	-	-	-	-	2/1
13:15-13:30	-	-	-	-	-	-	-	-	-	-
13:30-13:45	1	-	-	-	-	-	-	-	-	-
13:45-14:00	1	-	-	-	-	-	-	-	-	-
TOTAL	**2**	**-**	**-**	**-**	**-**	-	**-**	-	**-**	**2/1**
14:00-14:15	-	-	-	-	-	-	-	-	-	-
14:15-14:30	-	-	-	-	-	-	-	-	1	-
14:30-14:45	-	-	-	-	-	-	-	1	2	-
14:45-15:00	1/1	-	-	-	-	-	-	-	-	-
TOTAL	**1/1**	**-**	**-**	**-**	**-**	-	**-**	1	**3**	**-**
15:00-15:15	-	1	-	-	-	-	-	-	-	-
15:15-15:30	1	-	-	-	-	-	-	-	-	-
15:30-15:45	-	-	-	-	-	-	-	-	-	-
15:45-16:00	2	-	-	-	-	-	-	-	-	-
TOTAL	**1/2**	**1**	**-**	**-**	**-**	-	**-**	-	**-**	**-**

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	1	-	-	-	-	-	-	-	-	-
16:15-16:30	-	-	-	-	-	-	-	-	-	-
16:30-16:45	-	-	-	-	-	-	-	-	2	-
16:45-17:00	-	-	-	-	-	-	-	-	-	-
TOTAL	**1**	**-**	**-**	**-**	**-**	-	**-**	-	**2**	**-**
17:00-17:15	-	-	-	-	-	-	-	-	-	-
17:15-17:30	-	-	-	-	-	-	-	-	-	1
17:30-17:45	-	-	-	-	-	-	-	-	-	-
17:45-18:00	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	-	**-**	-	**-**	**1**

7-8 AM	0	0	0	0	5
8-9 AM	3	0	0	1	0
9-10 AM	0	0	0	0	2
10-11 AM	1	0	0	0	2
11-12 PM	2	0	0	0	5
12 - 1 PM	0	0	0	0	1
1-2 PM	2	0	0	1	2
2-3 PM	2	0	0	1	3
3-4 PM	4	0	0	0	0
4-5 PM	1	0	0	0	2
5-6 PM	0	0	0	0	1

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	1	-	-	-	2	-	-	-	-	-	-	-
7:15-7:30	-	-	-	-	1	-	-	-	-	-	1	-
7:30-7:45	-	-	-	-	2	-	-	-	-	1	-	1
7:45-8:00	-	1	-	-	1	-	-	1	-	-	2	-
	1	1	0	0	6	0	0	1	0	1	3	1
Hour Total	2		0		6		1		1		4	
8:00-8:15	1	1	-	-	6	-	-	-	1	-	1	1
8:15-8:30	1	-	-	-	1	-	2	1	-	1	-	-
8:30-8:45	-	-	-	-	2	-	-	-	2	1	1	-
8:45-9:00	-	-	-	-	-	-	-	-	-	2/1	1	-
	2	1	0	0	9	0	2	1	3	5	3	1
Hour Total	3		0		9		3		8		4	
9:00-9:15	-	-	-	-	1	-	-	1	-	1	-	2
9:15-9:30	-	-	-	-	1	-	-	-	-	-	-	-
9:30-9:45	-	-	-	-	3	-	1	1	1	1	-	-
9:45-10:00	-	-	-	-	-	2/1	-	-	-	1	-	1
	0	0	0	0	5	3	1	2	1	3	0	3
Hour Total	0		0		8		3		4		3	

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	-	-	-	-	-	1	-	-	1	-	1	1
10:15-10:30	-	-	-	-	3	-	1	-	-	-	-	-
10:30-10:45	-	1	-	-	1	-	2	3/1	-	-	-	-
10:45-11:00	-	1	-	-	1	-	1	-	-	-	-	-
	0	2	0	0	5	1	4	4	1	0	1	1
Hour Total	2		0		6		8		1		2	
11:00-11:15	1	-	-	-	-	1/1	-	-	-	-	-	-
11:15-11:30	1	-	-	-	2	-	-	-	-	-	-	-
11:30-11:45	-	1	-	-	-	1	-	-	1	1	-	3
11:45-12:00	-	-	-	-	-	-	-	-	3	1/1	-	-
	2	1	0	0	2	3	0	0	4	3	0	3
Hour Total	3		0		5		0		7		3	
12:00-12:15	1	-	-	-	1/3	-	1	-	-	1	1	1
12:15-12:30	-	-	-	-	-	5	-	3	1	-	1	-
12:30-12:45	-	-	-	-	2	1	1	1	2	-	-	-
12:45-13:00	1	-	-	-	1	-	-	2	-	1	-	2
	2	0	0	0	7	6	2	6	3	2	2	3
Hour Total	2		0		13		8		5		5	

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	-	-	-	-	3	-	2	-	-	-	-	-
13:15-13:30	-	-	-	-	2	-	2	1	-	2	-	-
13:30-13:45	1	-	-	-	1	1	1	-	1	1	1/1	-
13:45-14:00	2	-	-	-	1	-	1/1	-	1	2/1	-	-
	3	0	0	0	7	1	5	1	2	6	2	0
Hour Total	3		0		8		6		8		2	
14:00-14:15	-	1	-	-	-	3	-	-	2	1	-	2
14:15-14:30	-	-	-	-	4	1	-	-	-	2	1	1
14:30-14:45	1	-	-	-	1	2	1	-	-	2	1/1	1
14:45-15:00	-	-	-	-	-	1	-	1/1	-	-	-	-
	1	1	0	0	5	7	1	2	2	5	3	4
Hour Total	2		0		12		3		7		7	
15:00-15:15	-	1	-	-	2	1	1	-	-	-	-	-
15:15-15:30	1	-	-	-	1	1	-	-	-	-	1	-
15:30-15:45	1	-	-	-	-	1/1	3	1	1/1	-	1	-
15:45-16:00	1	1	-	-	1	1	1	-	1	-	1	1
	3	2	0	0	4	5	5	1	3	0	3	1
Hour Total	5		0		9		6		3		4	

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	1	2	-	-	1	-	2	-	-	-	-	1
16:15-16:30	1	-	-	-	-	-	2	-	-	1	2	-
16:30-16:45	-	-	-	-	1	-	1	-	-	1	-	1
16:45-17:00	1	-	-	-	2/1	-	-	-	1	-	-	-
	3	2	0	0	5	0	5	0	1	2	2	2
Hour Total	5		0		5		5		3		4	
17:00-17:15	1	-	-	-	2/1	1	-	-	-	-	-	-
17:15-17:30	-	-	-	-	3/1	1	1	-	-	1/1	1	1
17:30-17:45	1/2	1	-	-	-	1/1	2	2/1	2	1	3	-
17:45-18:00	-	1	-	-	1	-	-	-	-	2	-	-
	4	2	0	0	8	4	3	3	2	5	4	1
Hour Total	6		0		12		6		7		5	
7-8 AM	2		0		6		1		1		4	
8-9 AM	3		0		9		3		8		4	

9-10 AM	0	0	8	3	4	3
10-11 AM	2	0	6	8	1	2
11-12 PM	3	0	5	0	7	3
12 - 1 PM	2	0	13	8	5	5
1-2 PM	3	0	8	6	8	2
2-3 PM	2	0	12	3	7	7
3-4 PM	5	0	9	6	3	4
4-5 PM	5	0	5	5	3	4
5-6 PM	6	0	12	6	7	5

UNITED METHODIST CHURCH

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:15-7:30	-	-	-	-	1	3	-	-	-	-	-	-	1	-	-	-
7:30-7:45	-	-	1	-	-	1	-	-	-	-	-	1	-	2	-	-
7:45-8:00	-	-	1	-	2	1	1	-	-	-	-	-	-	1	-	-
	0	0	2	0	3	5	1	0	0	0	0	1	1	3	0	0
Hour Total	0		2		8		1		0		1		4		0	
8:00-8:15	2	-	-	2	-	-	1	-	-	-	-	-	1	-	-	-
8:15-8:30	-	-	-	-	-	2	-	1	-	-	-	-	1	1	-	-
8:30-8:45	1	-	-	-	1/1	2	1/1	-	-	3/1	-	-	1	1	-	-
8:45-9:00	-	1	1	1	-	2	-	-	-	-	-	-	-	-	1	-
	3	1	1	3	2	6	3	1	0	4	0	0	3	2	1	0
Hour Total	4		4		8		4		4		0		5		1	
9:00-9:15	-	-	1	-	1	2	1	3	-	-	-	2	2	-	1	-
9:15-9:30	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
9:30-9:45	-	-	-	-	1/1	1	1	1	-	-	-	-	1	1	1	-
9:45-10:00	-	-	-	-	-	-	-	1	-	1	-	1/1	-	-	-	-
	0	0	1	0	3	3	2	6	0	1	0	4	3	1	2	0
Hour Total	0		1		6		8		1		4		4		2	

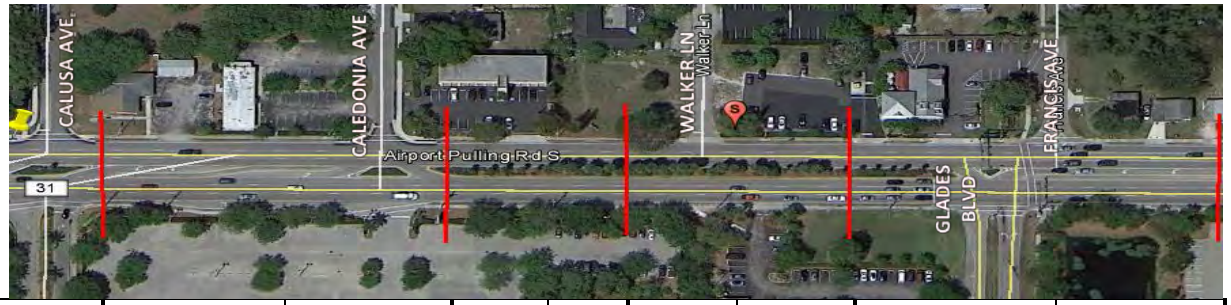
UNITED METHODIST CHURCH

Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	-	-	-	-	1	-	2	1	-	-	-	-	-	1	-	1
10:15-10:30	-	-	-	-	2/2	1	-	1	1	-	2	1/1	-	-	-	-
10:30-10:45	-	-	-	-	2/1	-	2	-	-	-	-	-	1	-	-	-
10:45-11:00	-	-	-	-	1	-	2	-	1	2	-	-	1	-	-	-
	0	0	0	0	8	1	6	2	2	2	2	2	2	1	0	1
Hour Total	0		0		9		8		4		4		3		1	
11:00-11:15	-	-	-	1	-	-	-	2	-	-	-	-	-	-	-	-
11:15-11:30	-	-	-	-	-	-	1	1	-	-	-	-	1	-	-	-
11:30-11:45	-	-	-	-	-	-	-	1	-	-	-	5	-	-	-	-
11:45-12:00	-	-	-	-	1	-	-	-	-	-	-	-	3	1/1	-	-
	0	0	0	1	1	0	1	4	0	0	0	5	4	2	0	0
Hour Total	0		1		1		5		0		5		6		0	
12:00-12:15	-	-	-	-	-	1	-	-	2	-	-	-	1	1	1/1	-
12:15-12:30	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
12:30-12:45	-	-	-	-	-	-	1	1	-	-	1	-	1	-	-	-
12:45-13:00	-	-	-	-	-	-	-	-	-	-	-	2	-	1	-	-
	0	0	0	0	0	1	1	1	3	0	1	2	2	2	2	0
Hour Total	0		0		1		2		3		3		4		2	

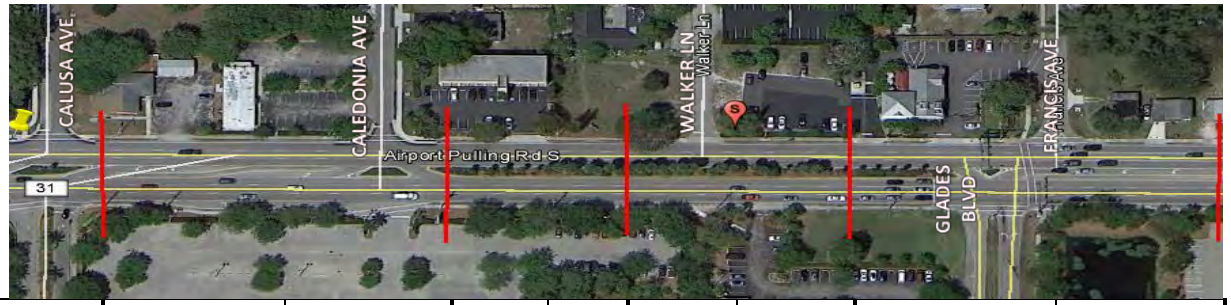
UNITED METHODIST CHURCH

Time	EB		WB		EB		WB		EB		WB		EB		WB	
13:00-13:15	-	-	-	-	1	-	1	1	-	1	2	2	-	-	-	-
13:15-13:30	-	-	-	-	-	-	-	-	2	-	1	-	-	-	1	-
13:30-13:45	-	-	-	-	1	1	-	-	-	-	1	-	1	-	-	-
13:45-14:00	-	-	-	-	-	-	-	-	-	1	1	-	1	-	-	-
	0	0	0	0	2	1	1	1	2	2	5	2	2	0	1	0
Hour Total	0		0		3		2		4		7		2		1	
14:00-14:15	-	-	-	-	1	1	1	-	-	-	2	-	-	-	-	-
14:15-14:30	-	-	-	1	-	2	-	-	-	-	2	-	-	-	-	-
14:30-14:45	-	-	1	-	-	1	3	1	-	-	-	2	-	-	-	-
14:45-15:00	-	-	1	-	-	-	-	1	-	-	1	-	-	1	-	-
	0	0	2	1	1	4	4	2	0	0	5	2	0	1	0	0
Hour Total	0		3		5		6		0		7		1		0	
15:00-15:15	-	-	-	-	1	2	3/1	1	-	-	-	-	-	-	-	-
15:15-15:30	-	-	1	-	2	-	-	1	1	-	-	-	2	-	-	-
15:30-15:45	-	-	1	-	1/1	1	-	1	-	-	1/1	-	-	-	3	1
15:45-16:00	-	-	1	-	1	1	-	-	-	-	1	-	1	-	-	-
	0	0	3	0	6	4	4	3	1	0	3	0	3	0	3	1
Hour Total	0		3		10		7		1		3		3		4	

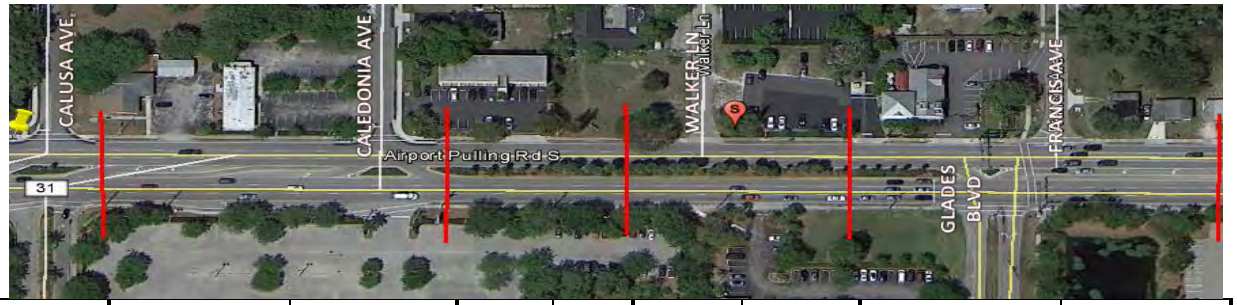
7-8 AM	0	2	8	1	0	1	4	0
8-9 AM	4	4	8	4	4	0	5	1
9-10 AM	0	1	6	8	1	4	4	2
10-11 AM	0	0	9	8	4	4	3	1
11-12 PM	0	1	1	5	0	5	6	0
12 - 1 PM	0	0	1	2	3	3	4	2
1-2 PM	0	0	3	2	4	7	2	1
2-3 PM	0	3	5	6	0	7	1	0
3-4 PM	0	3	10	7	1	3	3	4
4-5 PM	0	6	11	5	1	7	1	0
5-6 PM	0	0	5	11	4	4	1	0



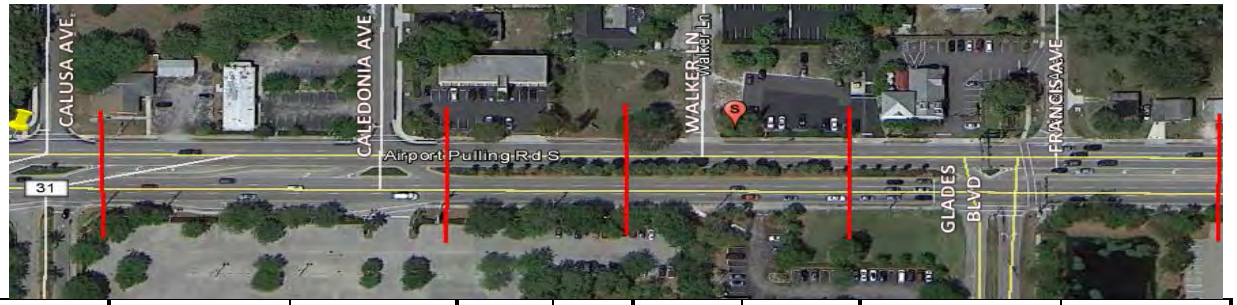
Time	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	2	-	-	-
7:15-7:30	-	-	3	2	-	-	1	3
7:30-7:45	-	-	5	1	-	-	-	-
7:45-8:00	-	-	4	1	-	-	-	-
	0	0	12	4	2	0	1	3
Hour Total	0		16		2		4	
8:00-8:15	-	-	1	3	1	-	-	2
8:15-8:30	8	2	1	-	-	2	-	-
8:30-8:45	4	-	-	-	-	-	-	-
8:45-9:00	3/1	4	-	-	1	-	-	2
	16	6	2	3	2	2	0	4
Hour Total	22		5		4		4	
9:00-9:15	2/3	3/1	-	-	1	-	-	1
9:15-9:30	1/2	1	-	-	-	-	-	-
9:30-9:45	3	1	1	-	-	-	1	1
9:45-10:00	3/1	2	-	1	-	-	-	-
	15	8	1	1	1	0	1	2
Hour Total	23		2		1		3	



Time	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	1/1	2	-	-	-	-	-	1
10:15-10:30	2	1	-	-	2	-	-	1
10:30-10:45	5/4	2	-	-	-	-	1	-
10:45-11:00	1	-	-	-	-	-	-	-
	14	5	0	0	2	0	1	2
Hour Total	19		0		2		3	
11:00-11:15	2	1	-	-	-	-	-	-
11:15-11:30	4	1	-	-	-	-	-	-
11:30-11:45	5	3/1	1	-	-	1	-	-
11:45-12:00	-	3/1	-	-	1	-	3	-
	11	10	1	0	1	1	3	0
Hour Total	21		1		2		3	
12:00-12:15	-	-	-	-	-	-	1	-
12:15-12:30	2	3/1	-	-	1	-	-	1
12:30-12:45	2/1	2/1	-	-	-	-	3	-
12:45-13:00	2	2	-	-	-	-	-	-
	7	9	0	0	1	0	4	1
Hour Total	16		0		1		5	



Time	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	1/1	2/2	-	-	-	-	1	-
13:15-13:30	2	-	-	1	-	-	-	-
13:30-13:45	1	1/1	-	-	-	-	1	-
13:45-14:00	3	2/2	-	-	-	-	-	-
	8	10	0	1	0	0	2	0
Hour Total	18		1		0		2	
14:00-14:15	2/2	1/2	-	-	1	-	-	2
14:15-14:30	2	2	-	-	-	-	1	-
14:30-14:45	2/1	2/1	-	-	-	-	-	3
14:45-15:00	3/2	2	1	-	-	-	1/1	-
	14	10	1	0	1	0	3	5
Hour Total	24		1		1		8	
15:00-15:15	3/1	1/2	-	-	-	-	-	-
15:15-15:30	2	2	-	-	-	-	2	1
15:30-15:45	2/1	1	-	-	1	-	-	-
15:45-16:00	1	-	1	-	-	-	1	3
	10	6	1	0	1	0	3	4
Hour Total	16		1		1		7	



Time	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	5/2	1	-	-	-	-	-	1
16:15-16:30	4	4/2	1	1	-	-	2	3
16:30-16:45	6	1/3	2	-	2	-	-	1
16:45-17:00	3/4	1	-	1	-	-	2	-
	24	12	3	2	2	0	4	5
Hour Total	36		5		2		9	
17:00-17:15	2/3	1	-	-	-	-	3	-
17:15-17:30	2/1	1/4	-	-	-	-	2	1
17:30-17:45	4	8/3	-	-	-	-	1	1/1
17:45-18:00	2/2	1	-	-	-	-	-	-
	16	18	0	0	0	0	6	3
Hour Total	34		0		0		9	
7-8 AM	0		16		2		4	
8-9 AM	22		5		4		4	
9-10 AM	23		2		1		3	
10-11 AM	19		0		2		3	
11-12 PM	21		1		2		3	
12 - 1 PM	16		0		1		5	
1-2 PM	18		1		0		2	
2-3 PM	24		1		1		8	
3-4 PM	16		1		1		7	
4-5 PM	36		5		2		9	
5-6 PM	34		0		0		9	

FRANCIS AVE

Time	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	-	-	-	-
7:15-7:30	4	4	-	-	-	-	-	-
7:30-7:45	-	-	-	-	-	-	-	-
7:45-8:00	4	5	-	-	-	-	-	-
	8	9	0	0	0	0	0	0
Hour Total	17		0		0		0	
8:00-8:15	6	7	-	-	-	-	-	-
8:15-8:30	7	3	-	-	-	-	-	-
8:30-8:45	3	2/1	-	-	-	-	-	-
8:45-9:00	3	2	-	-	-	-	-	-
	19	15	0	0	0	0	0	0
Hour Total	34		0		0		0	
9:00-9:15	4/1	4/1	-	-	-	-	-	-
9:15-9:30	1	-	-	-	-	-	-	-
9:30-9:45	2	1	-	-	-	-	-	-
9:45-10:00	-	2/1	-	-	-	-	-	-
	8	9	0	0	0	0	0	0
Hour Total	17		0		0		0	

FRANCIS AVE

Time	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	5	4	-	-	-	-	-	-
10:15-10:30	4/1	5	-	-	-	-	-	-
10:30-10:45	2	6	-	-	-	-	-	-
10:45-11:00	1	2	-	-	-	-	-	-
	13	17	0	0	0	0	0	0
Hour Total	30		0		0		0	
11:00-11:15	1	3	-	-	-	-	-	-
11:15-11:30	2/1	1	-	-	-	-	-	-
11:30-11:45	2	4	-	-	-	-	-	-
11:45-12:00	6	1/1	-	-	-	-	-	-
	21	10	0	0	0	0	0	0
Hour Total	31		0		0		0	
12:00-12:15	4	2	-	-	-	-	-	-
12:15-12:30	3	1/1	-	-	-	-	-	-
12:30-12:45	2/1	4	-	-	-	-	-	-
12:45-13:00	2	2/1	-	-	-	-	-	-
	12	11	0	0	0	0	0	0
Hour Total	23		0		0		0	

FRANCIS AVE

Time	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	1	2	-	-	-	-	-	-
13:15-13:30	1	2/1	-	-	-	-	-	-
13:30-13:45	2/1	3/1	-	-	-	-	-	-
13:45-14:00	4	4/1	-	-	-	-	-	-
	6	2	0	0	0	0		
	8		0		0			
14:00-14:15	2	1	-	-	-	-	-	-
14:15-14:30	1	1	-	-	-	-	-	-
14:30-14:45	3	2	-	-	-	-	-	-
14:45-15:00	1/1	5	-	-	-	-	-	-
	6	9	0	0	0	0		
	15		0		0			
15:00-15:15	2	2/2	-	-	-	-	-	-
15:15-15:30	1	1	-	-	-	-	-	-
15:30-15:45	2	1	-	-	-	-	-	-
15:45-16:00	2	-	-	-	-	-	-	-
	7	2	0	0	0	0		
	9		0		0			

FRANCIS AVE

Time	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	2/1	2	-	-	-	-	-	-
16:15-16:30	3/2	1	-	-	-	-	-	-
16:30-16:45	3	1	-	-	-	-	-	-
16:45-17:00	3	1	-	-	-	-	-	-
	6	5	0	0	0	0	0	0
Hour Total	11		0		0		0	
17:00-17:15	2/1	-	-	-	-	-	-	-
17:15-17:30	3	-	-	-	-	-	-	-
17:30-17:45	1/1	4	-	-	-	-	-	-
17:45-18:00	2	1	-	-	-	-	-	-
	5	5	0	0	0	0	0	0
Hour Total	10		0		0		0	
7-8 AM	17		0		0		0	
8-9 AM	34		0		0		0	
9-10 AM	17		0		0		0	
10-11 AM	30		0		0		0	
11-12 PM	31							
12 - 1 PM	23							
1-2 PM	8							
2-3 PM	15							
3-4 PM	9							
4-5 PM	11							
5-6 PM	10							

Time	EB	WB	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	-	-	-	1
7:15-7:30	1	-	-	-	-	-	-	-
7:30-7:45	-	3	-	-	-	-	-	-
7:45-8:00	-	1	-	-	-	-	-	-
	1	4	0	0	0	0	0	1
Hour Total	5		0		0		1	
8:00-8:15	-	-	-	-	-	-	-	-
8:15-8:30	-	-	-	-	-	-	-	-
8:30-8:45	-	-	-	-	-	-	-	-
8:45-9:00	-	-	-	-	-	-	-	-
	0	0	0	0	0	0	0	0
Hour Total	0		0		0		0	
9:00-9:15	-	1	-	-	-	-	-	-
9:15-9:30	1	-	-	-	-	-	-	-
9:30-9:45	-	-	-	-	1	-	-	-
9:45-10:00	-	-	-	-	-	-	-	-
	1	1	0	0	1	0	0	0
Hour Total	2		0		1		0	

Time	EB	WB	EB	WB	EB	WB	EB	WB
10:00-10:15	1	-	-	-	-	-	-	-
10:15-10:30	-	-	-	-	-	-	-	-
10:30-10:45	-	2	-	-	-	1	-	-
10:45-11:00	-	2	-	-	-	-	-	-
	1	4	0	0	0	1	0	0
Hour Total	5		0		1		0	
11:00-11:15	-	-	-	-	1	-	-	-
11:15-11:30	-	-	-	-	1	-	-	-
11:30-11:45	-	-	-	-	-	-	-	-
11:45-12:00	1	-	-	-	-	-	-	-
	1	0	0	0	2	0	0	0
Hour Total	1		0		2		0	
12:00-12:15	-	-	-	-	-	1	-	-
12:15-12:30	-	-	-	-	-	-	-	-
12:30-12:45	-	-	-	-	-	-	-	-
12:45-13:00	-	-	-	-	-	-	1	-
	0	0	0	0	0	1	1	0
Hour Total	0		0		1		1	

Time	EB	WB	EB	WB	EB	WB	EB	WB
13:00-13:15	1	-	-	-	-	2	-	-
13:15-13:30	-	-	-	-	2	-	-	-
13:30-13:45	1	-	-	-	-	1	1	-
13:45-14:00	1	-	-	-	-	-	-	-
	3	0	0	0	2	3	1	0
Hour Total	3		0		5		1	
14:00-14:15	-	-	-	-	-	-	-	-
14:15-14:30	-	-	-	-	-	-	-	-
14:30-14:45	-	1	-	-	1	-	-	-
14:45-15:00	-	-	-	-	-	-	-	-
	0	1	0	0	1	0	0	0
Hour Total	1		0		1		0	
15:00-15:15	-	-	-	-	-	-	-	-
15:15-15:30	1	-	-	-	-	-	-	-
15:30-15:45	-	-	-	-	-	-	-	-
15:45-16:00	-	-	-	-	-	-	-	-
	1	0	0	0	0	0	0	0
Hour Total	1		0		0		0	

Time	EB	WB	EB	WB	EB	WB	EB	WB
16:00-16:15	-	-	-	-	1	-	-	-
16:15-16:30	-	-	-	-	-	-	-	-
16:30-16:45	-	-	-	-	-	-	-	-
16:45-17:00	-	-	-	-	1	-	-	-
	0	0	0	0	2	0	0	0
Hour Total	0		0		2		0	
17:00-17:15	-	-	1	1	-	-	-	-
17:15-17:30	-	-	-	-	-	-	-	-
17:30-17:45	-	-	-	-	-	-	-	-
17:45-18:00	-	-	-	-	-	-	-	-
	0	0	1	1	0	0	0	0
Hour Total	0		2		0		0	
7-8 AM	5		0		0		1	
8-9 AM	0		0		0		0	
9-10 AM	2		0		1		0	
10-11 AM	5		0		1		0	
11-12 PM	1		0		2		0	
12 - 1 PM	0		0		1		1	
1-2 PM	3		0		5		1	
2-3 PM	1		0		1		0	
3-4 PM	1		0		0		0	
4-5 PM	0		0		2		0	
5-6 PM	0		2		0		0	

Time	EB	WB	EB	WB	EB	WB
7:00-7:15	-	-	-	-	6/3	-
7:15-7:30	-	-	1	-	1	-
7:30-7:45	-	-	-	-	4	3
7:45-8:00	-	-	-	-	6	-
	0	0	1	0	20	3
Hour Total	0		1		23	
8:00-8:15	-	-	-	-	1	-
8:15-8:30	-	-	-	-	3	-
8:30-8:45	-	-	-	-	1/2	-
8:45-9:00	-	-	-	-	13/2	1/2
	0	0	0	0	22	3
Hour Total	0		0		25	
9:00-9:15	-	-	3	1	1	-
9:15-9:30	1	1/1	1	-	3/2	-
9:30-9:45	-	-	-	-	-	1
9:45-10:00	-	-	-	-	-	3
	1	2	4	1	6	4
Hour Total	3		5		10	

Time	EB	WB	EB	WB	EB	WB
10:00-10:15	-	1	-	-	2	4
10:15-10:30	-	1	-	-	3/1	2
10:30-10:45	-	-	-	-	1/1	-
10:45-11:00	-	-	-	-	2	2/2
	0	2	0	0	10	10
Hour Total	2		0		20	
11:00-11:15	-	-	-	-	4	1
11:15-11:30	-	-	-	-	1	-
11:30-11:45	-	-	-	-	1	1
11:45-12:00	-	1	-	1	3/1	1
	0	1	0	1	10	3
Hour Total	1		1		13	
12:00-12:15	-	-	-	-	1/3	-
12:15-12:30	-	-	-	-	3	-
12:30-12:45	-	1	-	-	-	-
12:45-13:00	-	-	-	-	-	2
	0	1	0	0	7	2
Hour Total	1		0		9	

Time	EB	WB	EB	WB	EB	WB
13:00-13:15	-	2	-	-	1/1	3
13:15-13:30	-	2	-	-	-	3/2
13:30-13:45	-	-	-	-	-	1
13:45-14:00	-	-	-	-	-	-
	0	4	0	0	2	9
Hour Total	4		0		11	
14:00-14:15	-	-	-	-	-	1
14:15-14:30	1	-	-	-	1	1/4
14:30-14:45	-	-	1	-	5/1	-
14:45-15:00	-	-	-	1	1/1	3/1
	1	0	1	1	9	10
Hour Total	1		2		19	
15:00-15:15	-	-	-	-	1/2	1
15:15-15:30	-	-	-	-	3	-
15:30-15:45	-	-	-	-	-	-
15:45-16:00	-	-	-	-	1/2	-
	0	0	0	0	9	1
Hour Total	0		0		10	

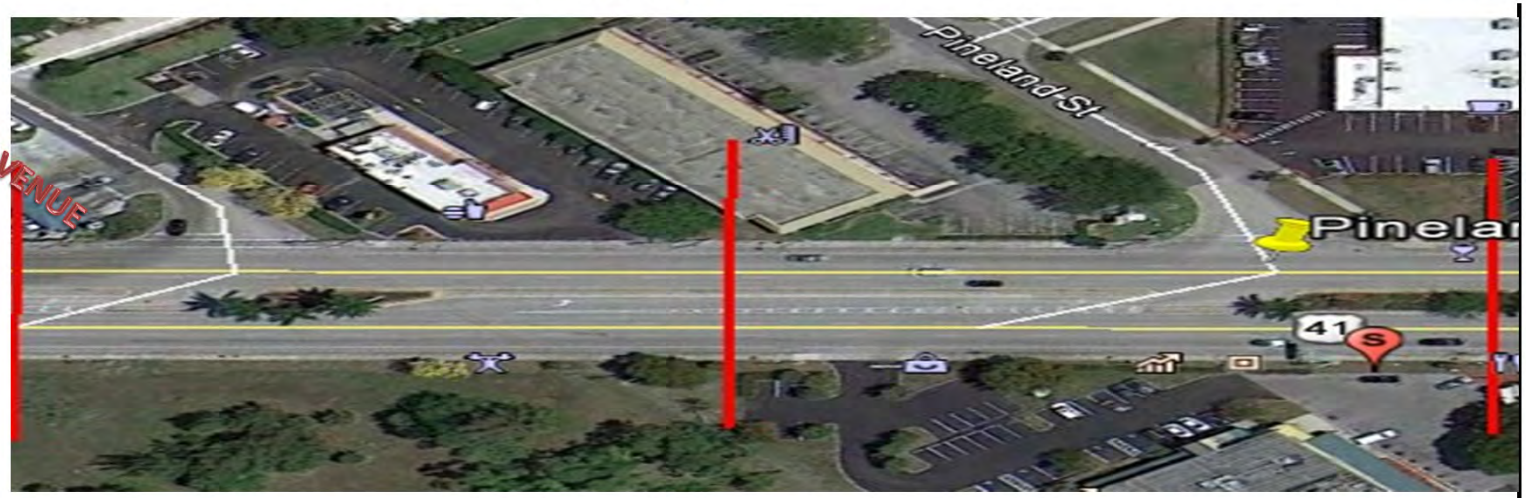
Time	EB	WB	EB	WB	EB	WB
16:00-16:15	-	-	-	-	8/2	15/6
16:15-16:30	-	-	-	-	3/3	7/1
16:30-16:45	1	-	-	-	2/1	5
16:45-17:00	-	-	-	-	2/1	2
	1	0	0	0	22	36
Hour Total	1		0		58	
17:00-17:15	1	-	-	-	2	-
17:15-17:30	-	-	-	-	3	3
17:30-17:45	-	1	-	-	2/1	4/3
17:45-18:00	-	-	-	-	3/3	3
	1	1	0	0	14	13
Hour Total	2		0		27	
7-8 AM	0		1		23	
8-9 AM	0		0		25	
9-10 AM	3		5		10	
10-11 AM	2		0		20	
11-12 PM	1		1		13	
12 - 1 PM	1		0		9	
1-2 PM	4		0		11	
2-3 PM	1		2		19	
3-4 PM	0		0		10	
4-5 PM	1		0		58	
5-6 PM	2		0		27	

Pedestrian/Bicyclist Counts
March 3 and 4, 2015

Date: 03/03/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693



Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-	1	-	-	-	-	-	1
7:15 AM-7:30 AM	-	2	-	1	-	1	1	1
7:30 AM-7:45 AM	-	1	-	-	-	1	-	-
7:45 AM-8:00 AM	1	-	-	1	-	2	-	-
TOTAL	**1**	**4**	**0**	**2**	**0**	**4**	**1**	**2**
8:00 AM-8:15 AM	-	-	-	-	-	1	-	1
8:15 AM-8:30 AM	-	-	-	-	1	-	1	1
8:30 AM-8:45 AM	-	-	-	-	-	1	-	-
8:45 AM-9:00 AM	-	-	1	-	-	1	-	2
TOTAL	**0**	**0**	**1**	**0**	**1**	**3**	**1**	**4**

Date: 03/03/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	-	-	-	-	-	-	-	-
9:15 AM-9:30 AM	1	-	-	-	2	-	3	1
9:30 AM-9:45 AM	-	-	-	-	-	2	1	2
9:45 AM-10:00 AM	-	-	1	-	-	-	-	3
TOTAL	**1**	**0**	**1**	**0**	**2**	**2**	**4**	**6**

Date: 03/03/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	-	1	-	-	2	3	1	1
11:15 AM-11:30 AM	-	1	3	-	3	-	-	1
11:30 AM-11:45 AM	-	-	-	-	-	-	1	2
11:45 AM-12:00 PM	-	-	-	-	1	-	1	-
TOTAL	**0**	**2**	**3**	**0**	**6**	**3**	**3**	**4**
12:00 PM-12:15 PM	1	-	1	-	-	2	-	1
12:15 PM-12:30 PM	-	-	-	-	1	1	2	1
12:30 PM-12:45 PM	-	-	-	-	-	1	-	1
12:45 PM-1:00 PM	-	-	-	-	1	1	-	-
TOTAL	**1**	**0**	**1**	**0**	**2**	**5**	**2**	**3**

Date: 03/03/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
3:00 AM-3:15 AM	2	1	-	-	1	-	-	1
3:15 AM-3:30 AM	-	-	-	-	1	-	-	1
3:30 AM-3:45 AM	-	-	-	-	3	-	1	1
3:45 AM-4:00 PM	-	-	2	-	-	-	1	1
TOTAL	**2**	**1**	**2**	**0**	**5**	**0**	**2**	**4**
4:00 PM-4:15 PM	-	-	-	-	-	1	-	-
4:15 PM-4:30 PM	-	-	-	-	-	1	2	-
4:30 PM-4:45 PM	1	-	-	-	-	-	-	-
4:45 PM-5:00 PM	-	-	1	-	1	-	-	1
TOTAL	**1**	**0**	**1**	**0**	**1**	**2**	**2**	**1**

Date: 03/03/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	-	-	-	-	1	1	-	1
5:15 PM-5:30 PM	-	2	-	-	1	-	-	2
5:30 PM-5:45 PM	-	-	-	-	1	-	-	1
5:45 PM-6:00 PM	1	1	-	-	-	-	3	-
TOTAL	**1**	**3**	**0**	**0**	**3**	**1**	**3**	**4**

Date: 03/04/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-		1	-	1	-	-	-
7:15 AM-7:30 AM	-	2	-	-	2	-	-	2
7:30 AM-7:45 AM	-	1	-	-	1	3	3	-
7:45 AM-8:00 AM	1	1	-	-	2	1	1	2
TOTAL	**1**	**4**	**1**	**0**	**6**	**4**	**4**	**4**
8:00 AM-8:15 AM		-	-	-	1	3	-	1
8:15 AM-8:30 AM	1	-	-	-	-	-	1	1
8:30 AM-8:45 AM	-	-	-	-	-	3	1	-
8:45 AM-9:00 AM	-	-	-	-	1	1	1	2
TOTAL	**1**	**0**	**0**	**0**	**2**	**7**	**3**	**4**

Date: 03/04/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	-	-	-	-	-	1	1	1
9:15 AM-9:30 AM	-	-	-	-	1	-	1	-
9:30 AM-9:45 AM	3	-	2	-	1	1	1	-
9:45 AM-10:00 AM	1	1	2	1	-	-	-	-
TOTAL	**4**	**1**	**4**	**1**	**2**	**2**	**3**	**1**

Date: 03/04/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	2	-	-	-	-	1	1	-
11:15 AM-11:30 AM	-	1	2	-	-	2	2	1
11:30 AM-11:45 AM	2	-	-	-	-	-	-	1
11:45 AM-12:00 PM	2	-	-	-	-	-	-	1
TOTAL	**6**	**1**	**2**	**0**	**0**	**3**	**3**	**3**
12:00 PM-12:15 PM	-	-	1	-	-	1	-	-
12:15 PM-12:30 PM	-	-	-	-	1	1	1	-
12:30 PM-12:45 PM	-	1	-	-	-	2	1	4
12:45 PM-1:00 PM	-	-	-	-	1	1	-	-
TOTAL	**0**	**1**	**1**	**0**	**2**	**5**	**2**	**4**

Date: 03/04/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
3:00 AM-3:15 AM	-	-	-	-	1	1	-	2
3:15 AM-3:30 AM	-	1	-	-	-	1	-	-
3:30 AM-3:45 AM	6	-	-	-	-	-	1	1
3:45 AM-4:00 PM	-	-	-	1	-	-	-	-
TOTAL	**6**	**1**	**0**	**1**	**1**	**2**	**1**	**3**
4:00 PM-4:15 PM	-	-	2	1	-	-	-	2
4:15 PM-4:30 PM	-	-	-	-	1	-	-	-
4:30 PM-4:45 PM	3	-	-	-	1	1	-	-
4:45 PM-5:00 PM	-	-	-	-	-	-	-	1
TOTAL	**3**	**0**	**2**	**1**	**2**	**1**	**0**	**3**

Date: 03/04/2015
Weather : Sunny
Surveyor: Dave

US 41
Collier County

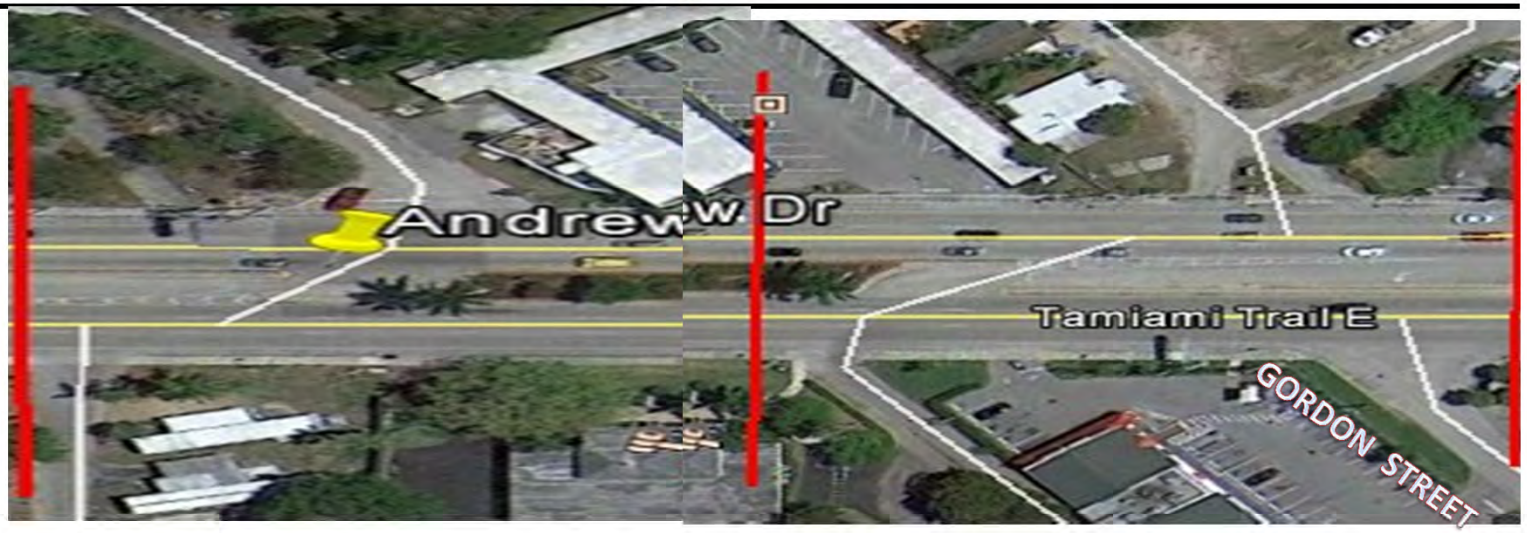
Section No:03010000
M.P.13.612 - 13.693

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	-	-	1	1	-	-	-	2
5:15 PM-5:30 PM	-	-	-	-	1	-	-	-
5:30 PM-5:45 PM	-	-	-	-	-	1	-	1
5:45 PM-6:00 PM	-	-	1	-	-	2	-	6
TOTAL	**0**	**0**	**2**	**1**	**1**	**3**	**0**	**9**

Date: 03/03/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

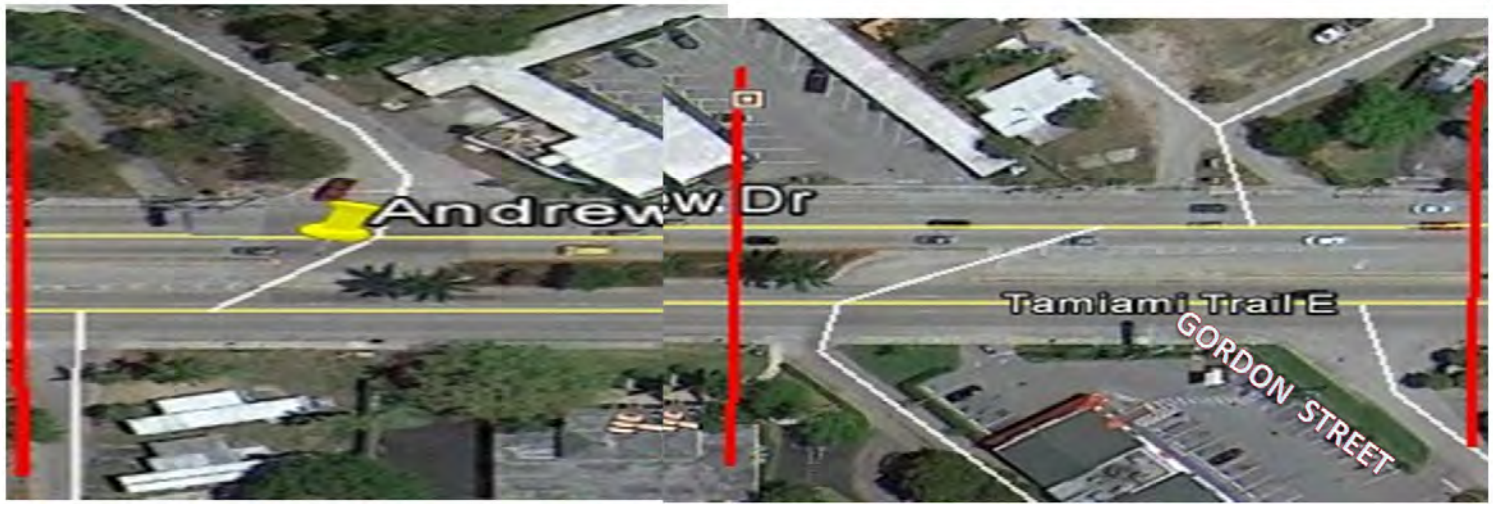


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-	-	1	-	-	-	-	1
7:15 AM-7:30 AM	-	-	-	-	2	1	-	-
7:30 AM-7:45 AM	1	2	-	-	-	-	1	-
7:45 AM-8:00 AM	-	-	-	-	1	-	-	-
TOTAL	**1**	**2**	**1**	**0**	**3**	**1**	**1**	**1**
8:00 AM-8:15 AM	-	1	-	-	-	-	2	1
8:15 AM-8:30 AM	-	1	1	1	-	1	1	-
8:30 AM-8:45 AM	-	3	-	-	-	-	-	-
8:45 AM-9:00 AM	-	1	-	1	-	-	1	2
TOTAL	**0**	**6**	**1**	**2**	**0**	**1**	**4**	**3**

Date: 03/03/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

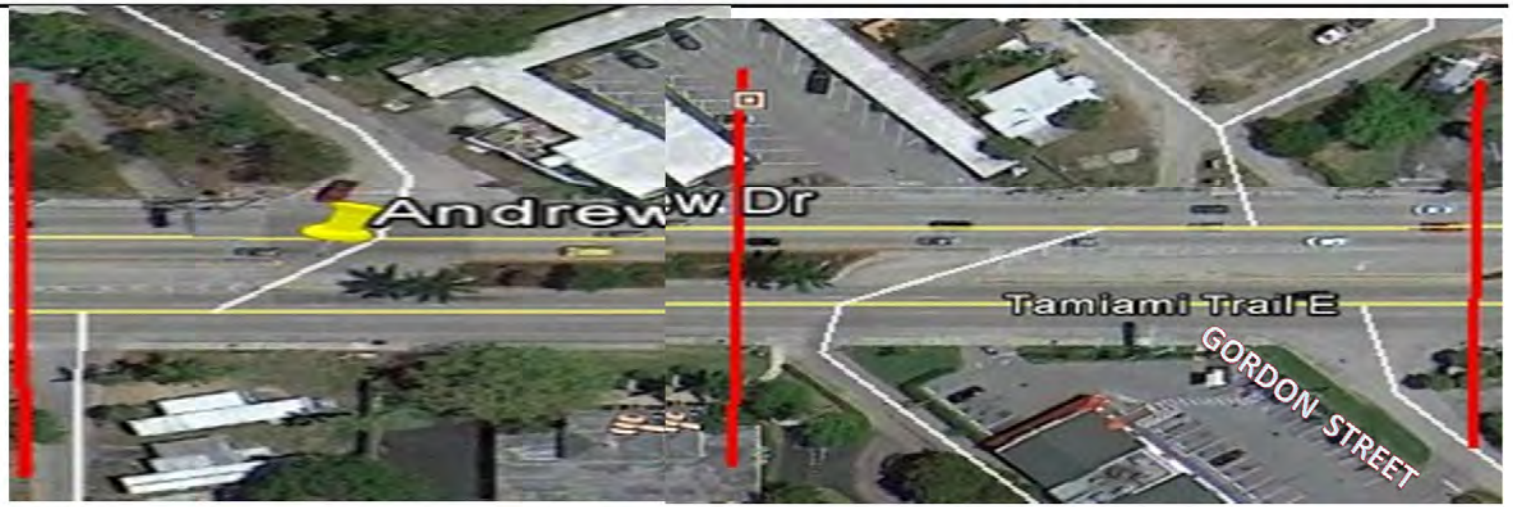


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	1	-	-	-	-	-	-	-
9:15 AM-9:30 AM	-	-	-	1	-	-	1	-
9:30 AM-9:45 AM	-	-	-	-	-	-	-	1
9:45 AM-10:00 AM	1	-	-	-	1	-	-	-
TOTAL	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**1**

Date: 03/03/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

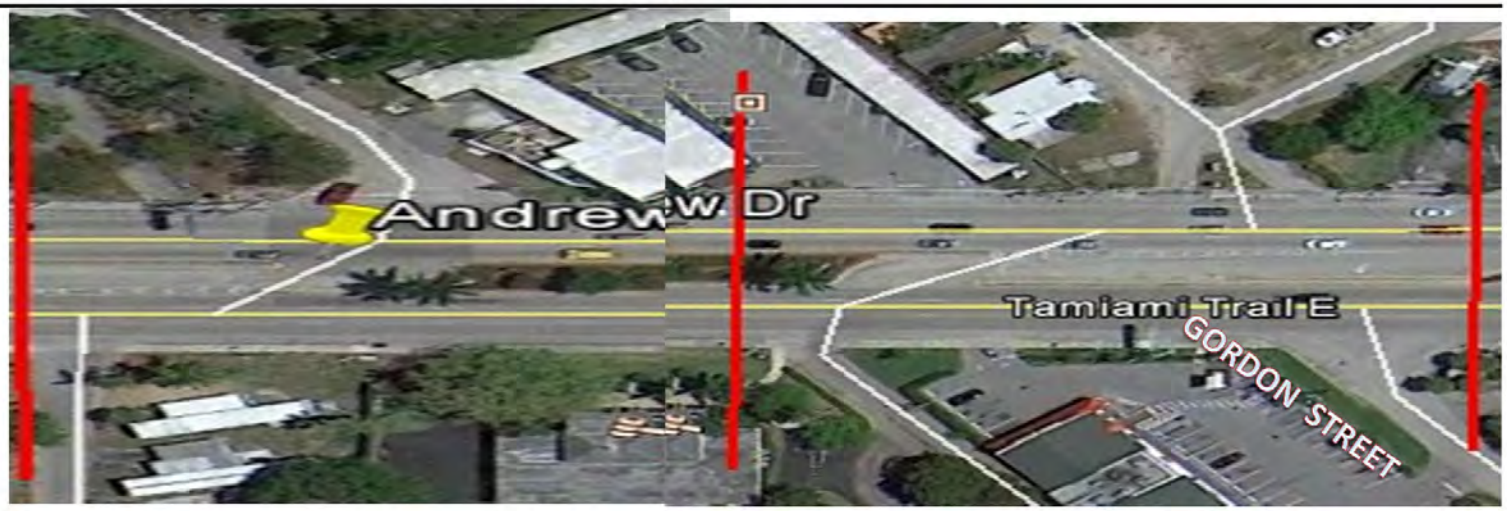


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	-	-	-	1	1	-	-	1
11:15 AM-11:30 AM	1	-	-	-	-	-	-	-
11:30 AM-11:45 AM	-	-	-	1	-	-	2	-
11:45 AM-12:00 PM	1	2	-	-	-	-	-	1
TOTAL	**2**	**2**	**0**	**2**	**1**	**0**	**2**	**2**
12:00 PM-12:15 PM	1	1	-	-	-	-	-	2
12:15 PM-12:30 PM	-	-	2	1	-	-	-	1
12:30 PM-12:45 PM	1	1	-	-	-	-	-	1
12:45 PM-1:00 PM	-	-	-	-	-	-	-	1
TOTAL	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**5**

Date: 03/03/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

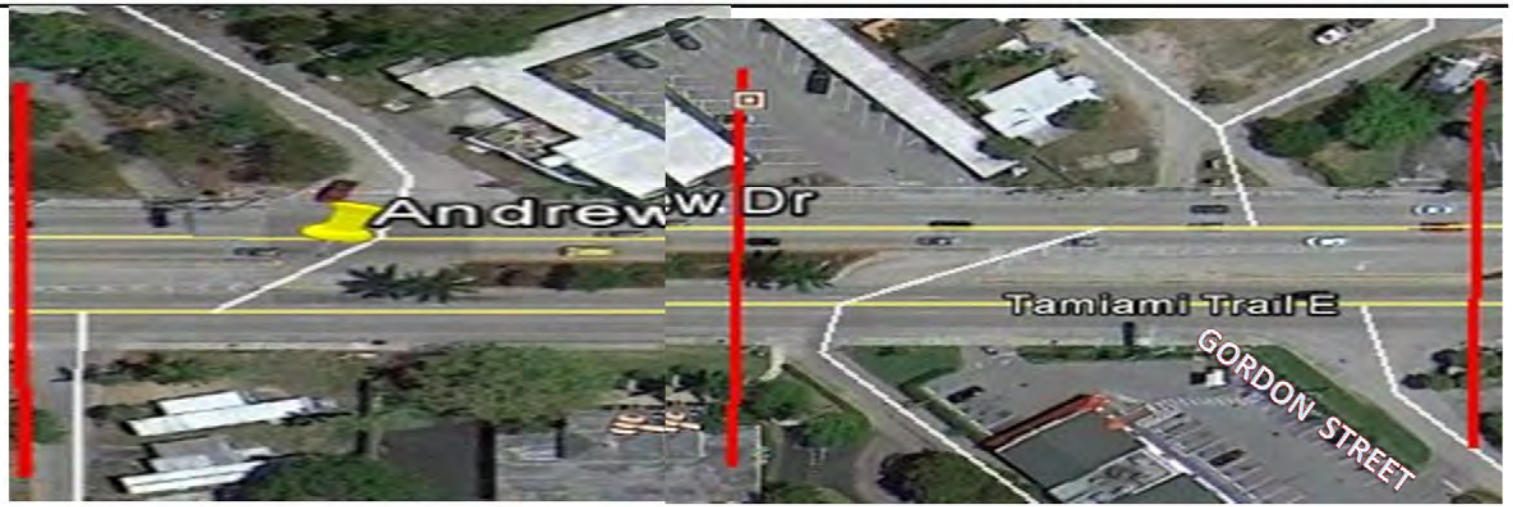


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
3:00 AM-3:15 AM	-	-	-	-	-	-	-	2
3:15 AM-3:30 AM	-	-	-	-	-	-	1	1
3:30 AM-3:45 AM	3	1	-	-	-	-	-	-
3:45 AM-4:00 PM	1	-	2	1	-	-	-	2
TOTAL	**4**	**1**	**2**	**1**	**0**	**0**	**1**	**5**
4:00 PM-4:15 PM	1	1	-	-	-	-	-	1
4:15 PM-4:30 PM	-	-	-	-	1	-	-	-
4:30 PM-4:45 PM	1	-	2	-	1	-	1	1
4:45 PM-5:00 PM	2	2	-	-	-	-	2	-
TOTAL	**4**	**3**	**2**	**0**	**2**	**0**	**3**	**2**

Date: 03/03/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

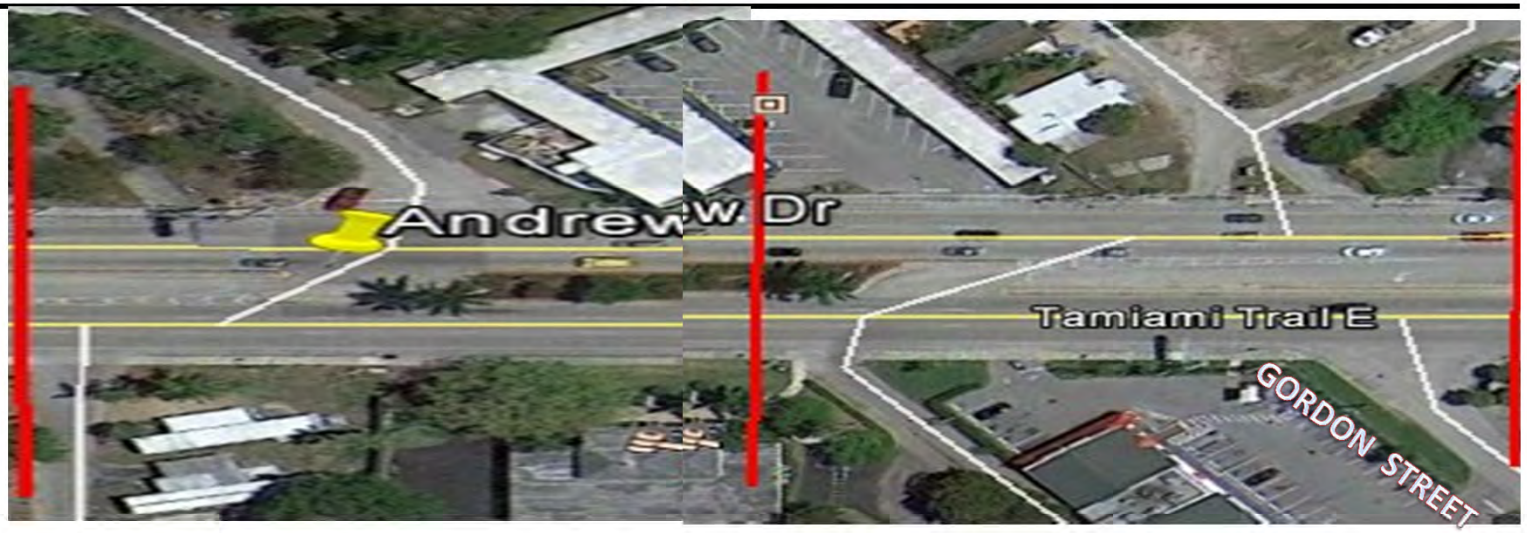


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	-	1	-	-	-	-	-	-
5:15 PM-5:30 PM	1	-	-	-	-	-	-	2
5:30 PM-5:45 PM	1	-	-	-	-	-	4	4
5:45 PM-6:00 PM	-	3	-	-	2	-	-	2
TOTAL	**2**	**4**	**0**	**0**	**2**	**0**	**4**	**8**

Date: 03/04/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

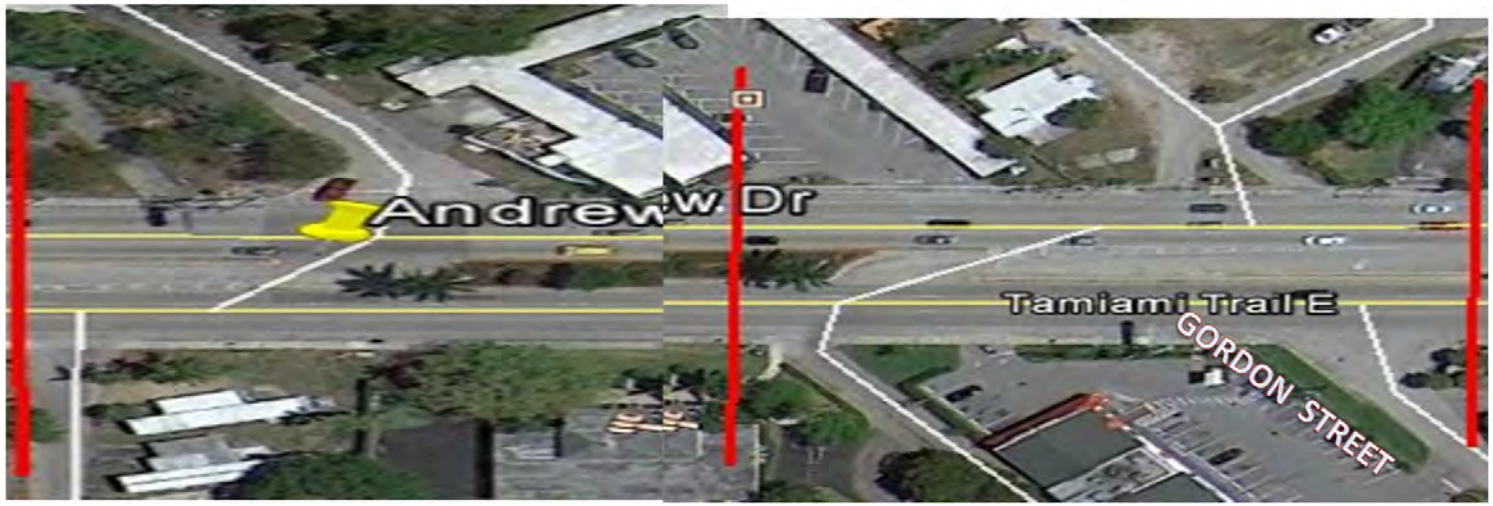


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-	-	-	-	-	-	-	2
7:15 AM-7:30 AM	-	1	-	-	-	-	-	-
7:30 AM-7:45 AM	1	-	-	-	-	-	-	-
7:45 AM-8:00 AM	1	-	-	-	1	1	3	1
TOTAL	**2**	**1**	**0**	**0**	**1**	**1**	**3**	**3**
8:00 AM-8:15 AM	1	2	-	-	-	1	-	-
8:15 AM-8:30 AM	1	-	1	-	-	1	-	-
8:30 AM-8:45 AM	1	-	-	-	-	-	-	1
8:45 AM-9:00 AM	3	1	1	-	-	-	1	1
TOTAL	**6**	**3**	**2**	**0**	**0**	**2**	**1**	**2**

Date: 03/04/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

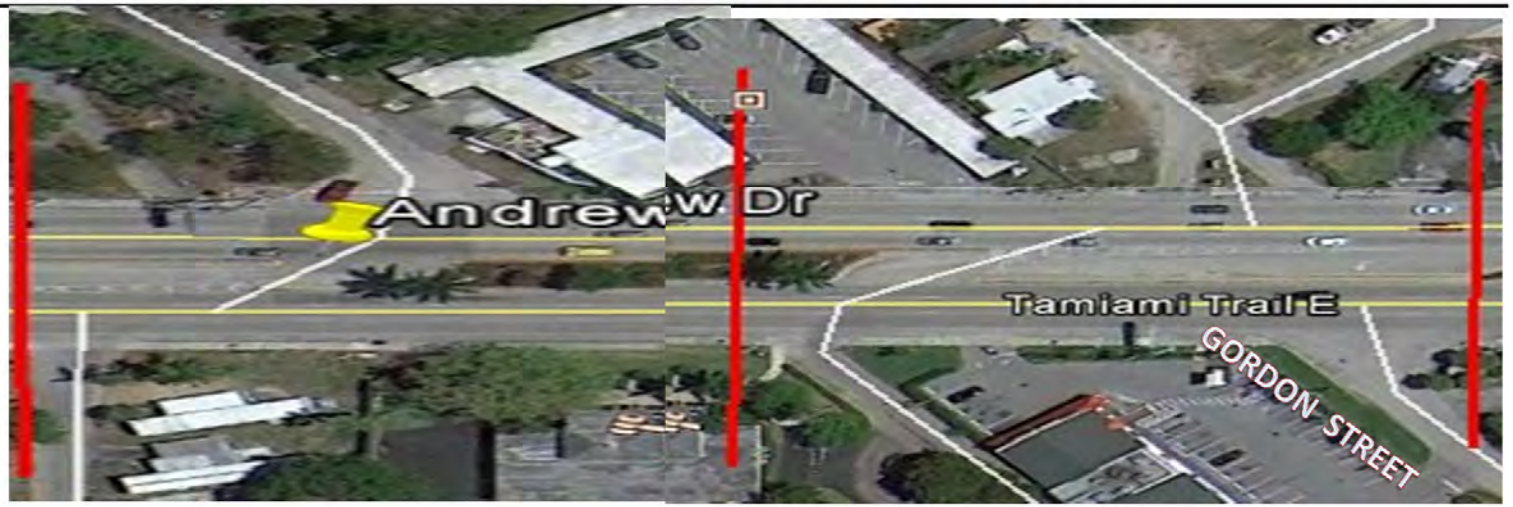


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	-	-	-	1	-	-	-	-
9:15 AM-9:30 AM	2	-	-	-	-	-	-	3
9:30 AM-9:45 AM	-	1	-	-	-	-	-	-
9:45 AM-10:00 AM	-	1	-	1	1	-	-	-
TOTAL	**2**	**2**	**0**	**2**	**1**	**0**	**0**	**3**

Date: 03/04/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

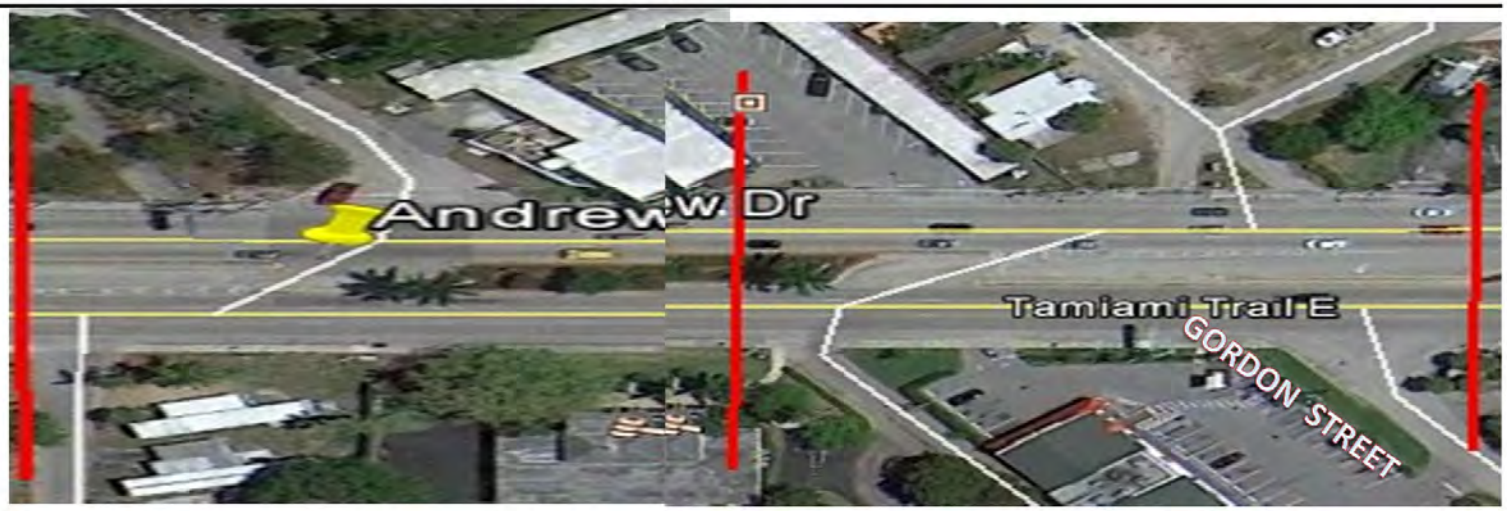


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	-	-	-	-	-	-	2	-
11:15 AM-11:30 AM	1	-	-	1	-	-	-	1
11:30 AM-11:45 AM	-	-	2	-	-	-	-	3
11:45 AM-12:00 PM	-	1	-	2	-	-	-	1
TOTAL	**1**	**1**	**2**	**3**	**0**	**0**	**2**	**5**
12:00 PM-12:15 PM	2	-	-	-	-	-	-	-
12:15 PM-12:30 PM	-	1	-	1	-	-	-	1
12:30 PM-12:45 PM	-	-	-	-	2	-	-	-
12:45 PM-1:00 PM	-	-	-	-	-	-	-	-
TOTAL	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**1**

Date: 03/04/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041

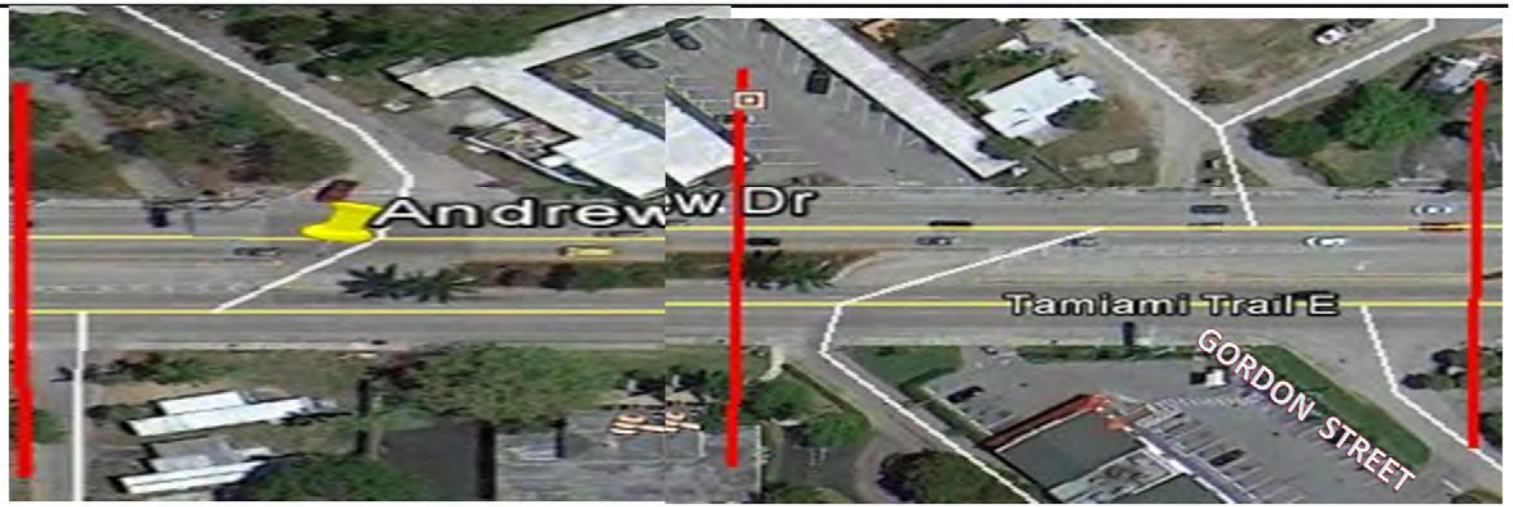


Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
3:00 AM-3:15 AM	3	3	-	-	1	-	-	-
3:15 AM-3:30 AM	2	1	-	-	1	-	-	-
3:30 AM-3:45 AM	-	-	-	-	-	-	1	-
3:45 AM-4:00 PM	1	-	-	1	-	-	-	2
TOTAL	**6**	**4**	**0**	**1**	**2**	**0**	**1**	**2**
4:00 PM-4:15 PM	-	1	-	-	-	-	-	2
4:15 PM-4:30 PM	1	-	2	-	1	-	-	-
4:30 PM-4:45 PM	1	3	-	1	-	-	2	-
4:45 PM-5:00 PM	-	1	-	1	4	-	1	-
TOTAL	**2**	**5**	**2**	**2**	**5**	**0**	**3**	**2**

Date: 03/04/2015
Weather : Sunny
Surveyor: John

US 41
Collier County

Section No:03010000
M.P.13.977 - 14.041



Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	1	-	-	-	1	-	-	2
5:15 PM-5:30 PM	6	2	1	-	-	-	-	1
5:30 PM-5:45 PM	6	3	-	-	-	-	2	3
5:45 PM-6:00 PM	-	2	-	-	2	1	4	1
TOTAL	**13**	**7**	**1**	**0**	**3**	**1**	**6**	**7**

Date: 03/03/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-	-	-	-	-	-	-	1
7:15 AM-7:30 AM	-	1	-	-	-	-	-	-
7:30 AM-7:45 AM	-	-	-	-	-	-	-	-
7:45 AM-8:00 AM	-	-	-	-	-	-	-	-
TOTAL	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM-8:15 AM	-	-	-	1	-	-	-	-
8:15 AM-8:30 AM	-	-	-	-	-	-	-	-
8:30 AM-8:45 AM	-	-	-	-	-	-	-	-
8:45 AM-9:00 AM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Date: 03/03/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	-	-	-	-	-	-	-	-
9:15 AM-9:30 AM	-	-	-	-	-	-	-	1
9:30 AM-9:45 AM	-	-	-	-	-	-	1	-
9:45 AM-10:00 AM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

Date: 03/03/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	-	-	-	-	-	-	-	-
11:15 AM-11:30 AM	-	-	-	-	-	-	-	-
11:30 AM-11:45 AM	-	-	-	1	-	-	-	-
11:45 AM-12:00 PM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
12:00 PM-12:15 PM	-	-	-	-	-	-	-	-
12:15 PM-12:30 PM	-	-	1	-	1	-	-	-
12:30 PM-12:45 PM	-	-	-	-	-	-	-	-
12:45 PM-1:00 PM	-	-	-	-	-	1	1	-
TOTAL	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**0**

Date: 03/03/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
3:00 AM-3:15 AM	-	-	-	-	-	1	-	-
3:15 AM-3:30 AM	1	-	-	-	1	1	-	1
3:30 AM-3:45 AM	1	-	-	-	-	-	-	-
3:45 AM-4:00 PM	-	-	-	-	-	-	-	-
TOTAL	**2**	**0**	**0**	**0**	**1**	**2**	**0**	**1**
4:00 PM-4:15 PM	1	1	-	-	-	-	-	1
4:15 PM-4:30 PM	-	-	2	-	-	-	-	-
4:30 PM-4:45 PM	-	-	-	-	-	-	-	-
4:45 PM-5:00 PM	1	-	-	-	-	-	-	-
TOTAL	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**1**

Date: 03/03/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	-	-	1	-	-	-	-	-
5:15 PM-5:30 PM	-	-	-	-	-	-	-	-
5:30 PM-5:45 PM	-	-	-	-	-	-	-	-
5:45 PM-6:00 PM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Date: 03/04/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-	-	-	-	-	-	-	-
7:15 AM-7:30 AM	-	-	-	-	-	-	-	-
7:30 AM-7:45 AM	-	-	-	1	-	-	-	-
7:45 AM-8:00 AM	-	1	-	-	-	-	-	-
TOTAL	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
8:00 AM-8:15 AM	-	-	-	-	-	-	-	-
8:15 AM-8:30 AM	-	-	-	-	-	-	-	-
8:30 AM-8:45 AM	-	-	-	-	-	-	-	-
8:45 AM-9:00 AM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Date: 03/04/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	-	-	-	-	-	-	-	-
9:15 AM-9:30 AM	-	-	-	-	-	-	-	-
9:30 AM-9:45 AM	-	-	-	-	-	-	1	-
9:45 AM-10:00 AM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Date: 03/04/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	1	-	-	-	-	-	-	-
11:15 AM-11:30 AM	-	1	-	1	-	-	-	-
11:30 AM-11:45 AM	-	-	-	-	-	-	-	-
11:45 AM-12:00 PM	1	-	-	-	-	-	-	-
TOTAL	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
12:00 PM-12:15 PM	1	-	-	-	1	-	-	-
12:15 PM-12:30 PM	-	-	-	-	-	-	-	-
12:30 PM-12:45 PM	-	-	-	-	-	-	-	-
12:45 PM-1:00 PM	-	-	-	-	-	-	-	-
TOTAL	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

Date: 03/04/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
3:00 AM-3:15 AM	-	-	-	-	-	-	-	-
3:15 AM-3:30 AM	-	-	-	-	-	-	-	-
3:30 AM-3:45 AM	-	-	-	-	-	-	-	-
3:45 AM-4:00 PM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM-4:15 PM	-	-	-	1	-	-	1	-
4:15 PM-4:30 PM	-	-	-	-	-	-	-	-
4:30 PM-4:45 PM	-	-	-	-	-	-	-	-
4:45 PM-5:00 PM	-	-	-	-	-	-	-	-
TOTAL	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**

Date: 03/04/2015
Weather : Sunny
Surveyor: John Mathers

US 41
Collier County

Section No:03010000
M.P.14.708 - 14.780

Time	NB		SB		NB		SB	
	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	-	-	-	-	-	-	-	-
5:15 PM-5:30 PM	-	1	-	-	-	-	-	-
5:30 PM-5:45 PM	-	-	-	-	-	-	-	-
5:45 PM-6:00 PM	-	-	-	-	-	1	-	-
TOTAL	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**

Date: 03/03/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
7:15 AM-7:30 AM	1	-	1	-	-	-	-	-	-	-	-	-	1	-	-	3
7:30 AM-7:45 AM	-	-	1	1	-	-	-	1	5	-	-	-	-	-	-	3
7:45 AM-8:00 AM	1	-	1	-	-	-	-	-	1	-	1	-	-	2	-	1
TOTAL	**2**	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**6**	**0**	**1**	**0**	**1**	**2**	**0**	**7**
8:00 AM-8:15 AM	1	-	1	-	-	-	1	1	8	-	1	-	1	-	1	1
8:15 AM-8:30 AM	-	-	3	1	-	-	-	-	1	1	-	-	-	-	3	1
8:30 AM-8:45 AM	2	-	-	-	1	-	-	-	-	1	-	1	1	-	1	1
8:45 AM-9:00 AM	-	-	2	-	-	-	-	-	-	-	-	-	-	-		2
TOTAL	**3**	**0**	**6**	**1**	**1**	**0**	**1**	**1**	**9**	**2**	**1**	**1**	**2**	**0**	**5**	**5**

Date: 03/03/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	-	1	-	-	-	-	-	-	1	-	-	-	-	-	1	-
9:15 AM-9:30 AM	2	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1
9:30 AM-9:45 AM	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-
9:45 AM-10:00 AM	2	-	2	-	-	-	-	-	-	-	-	-	1	-	1	-
TOTAL	**4**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**1**

Date: 03/03/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1
11:15 AM-11:30 AM	1	-	2	-	-	-	1	-	-	-	-	-	-	-	1	-
11:30 AM-11:45 AM	1	-	-	1	1	-	-	-	-	-	-	-	-	-	-	1
11:45 AM-12:00 PM	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	1
TOTAL	**2**	**0**	**2**	**1**	**1**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**3**
12:00 PM-12:15 PM	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	2
12:15 PM-12:30 PM	2	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2
12:30 PM-12:45 PM	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-
12:45 PM-1:00 PM	1	-	2	-	-	-	-	-	-	-	-	-	-	-	2	2
TOTAL	**3**	**0**	**2**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**6**

Date: 03/03/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
3:00 PM-3:15 PM	-	1	-	-	-	-	-	-	5	1	-	-	-	-	-	-
3:15 PM-3:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
3:30 PM-3:45 PM	2	2	-	1	-	-	-	-	-	-	-	-	-	-	-	-
3:45 PM-4:00 PM	2	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**4**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM-4:15 PM	-	-	-	-	2	-	-	-	-	1		1	-	1	-	-
4:15 PM-4:30 PM	1	-	-	-	-	1	2	-	2	-	-	-	-	-	-	1
4:30 PM-4:45 PM	4	-	-	1	-	-	1	-	-	-	-	6	-	-	1	1
4:45 PM-5:00 PM	1	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-
TOTAL	**6**	**0**	**0**	**1**	**2**	**1**	**3**	**0**	**4**	**1**	**0**	**7**	**0**	**1**	**1**	**2**

Date: 03/03/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	2	1	-	1	-	-	-	-	1	1	-	-	-	-	-	-
5:15 PM-5:30 PM	2	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
5:30 PM-5:45 PM	1	-	1	1	-	-	-	-	1	-	-	1	-	-	-	-
5:45 PM-6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	1
TOTAL	**5**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**2**	**0**	**1**

Date: 03/04/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
7:00 AM-7:15 AM	-	1	-	-	-	-	-	-	1	2	-	1	-	-	-	2
7:15 AM-7:30 AM	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-
7:30 AM-7:45 AM	-	-	-	-	-	-	1	-	-	-	4	-	1	-	5	1
7:45 AM-8:00 AM	-	-	-	-	1	-	-	-	-	1	1	-	-	-	-	-
TOTAL	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**4**	**5**	**2**	**1**	**0**	**5**	**3**
8:00 AM-8:15 AM	-	-	1	-	-	-	-	-	-	-	3	-	1	-	-	-
8:15 AM-8:30 AM	1	-	-	-	2	-	-	-	1	-	1	-	-	-	-	1
8:30 AM-8:45 AM	1	-	2	-	-	-	1	-	4	-	-	-	-	1	-	1
8:45 AM-9:00 AM	2	-	-	-	-	-	-	-	-	-	1	-	1	-		1
TOTAL	**4**	**0**	**3**	**0**	**2**	**0**	**1**	**0**	**5**	**0**	**5**	**0**	**2**	**1**	**0**	**3**

Date: 03/04/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
9:00 AM-9:15 AM	-	-	1	1	-	-	-	-	-	-	-	-	1	-	-	-
9:15 AM-9:30 AM	-	-	-	-	-	-	-	-	3	-	-	-	-	-	1	-
9:30 AM-9:45 AM	-	-	2	-	-	-	-	-	2	-	-	1	2	-	3	-
9:45 AM-10:00 AM	3	-	2	1	-	-	-	-	2	-	-	-	2	-	-	-
TOTAL	**3**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**5**	**0**	**4**	**0**

Date: 03/04/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
11:00 AM-11:15 AM	1	-	4	-	-	-	-	-	-	-	-	-	1	-	-	1
11:15 AM-11:30 AM	1	-	2	-	-	-	-	1	-	-	-	-	1	-	-	1
11:30 AM-11:45 AM	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
11:45 AM-12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	3	1	-	2
TOTAL	**3**	**1**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**4**
12:00 PM-12:15 PM	4	-	1	-	-	2	-	-	-	-	-	-	-	-	-	-
12:15 PM-12:30 PM	1	-	-	-	-	-	-	-	-	1	1	-	-	-	-	2
12:30 PM-12:45 PM	-	-	1	-	-	-	-	-	-	-	-	-	-	1	1	-
12:45 PM-1:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
TOTAL	**5**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**1**	**2**

Date: 03/04/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
3:00 PM-3:15 PM	-	-	1	-	-	-	-	-	-	-	1	3	-	-	-	-
3:15 PM-3:30 PM	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-
3:30 PM-3:45 PM	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	1
3:45 PM-4:00 PM	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	1
TOTAL	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**3**	**0**	**0**	**0**	**2**
4:00 PM-4:15 PM	-	-	2	-	1	-	-	-	-	1		-	-	-	-	-
4:15 PM-4:30 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-
4:30 PM-4:45 PM	1	2	-	-	-	-	-	-	2	2	-	-	-	2	-	-
4:45 PM-5:00 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
TOTAL	**1**	**2**	**2**	**0**	**1**	**0**	**0**	**2**	**2**	**3**	**0**	**0**	**0**	**2**	**1**	**0**

Date: 03/04/2015
Weather : Sunny
Surveyor: Jim/Frank

Airport Pulling Road
Collier County

Section No:
M.P.

Time	EB		WB		EB		WB		EB		WB		EB		WB	
	P	B	P	B	P	B	P	B	P	B	P	B	P	B	P	B
5:00 PM-5:15 PM	-	-	-	1	1	-	-	-	1	-	-	-	-	-	-	-
5:15 PM-5:30 PM	1	-	-	2	-	-	-	-	2	-	-	-	-	-	-	-
5:30 PM-5:45 PM	2	3	1	1	-	-	-	2	-	-	-	-	-	1	1	2
5:45 PM-6:00 PM	3	-	1	-	-	2	-	-	-	-	-	-	3	2	1	1
TOTAL	**6**	**3**	**2**	**4**	**1**	**2**	**0**	**2**	**3**	**0**	**0**	**0**	**3**	**3**	**2**	**3**

Transit Ridership Volumes for Study Corridor Stops
Yearly Ridership

Bus Stop ID	Bus Stop Description		Direction	Total Boardings All Routes	Total Alightings All Routes	Total Passengers	Bikes	Strollers	Wheelchairs
64	Airport Road	Glades Blvd	OB	14470	2317	16787	960	6	4
67	Airport Road	Great Blue Drive	OB	6592	548	7140	321	0	1
68	Airport Road	Government Center	OB	15861	5072	20933	521	14	1
69	Airport Road	Davis Blvd	OB	2603	1073	3676	89	0	1
70	Airport Road	Hibiscus Ave	OB	9829	2165	11994	270	3	1
116	Airport Road	Estey Ave	IB	3069	8810	11879	30	0	2
117	Airport Road	Conneticut	IB	166	380	546	118	2	2
118	Airport Road	Glades Blvd	IB	2955	15764	18719	25	0	5
119	Airport Road	US 41	IB	668	11844	12512	46	3	1
247	Naples Town Center		IB	914	2398	3312	13	2	7
2	US 41	Andrew Dr	OB	4326	514	4840	0	0	0
3	US 41	Shadowlawn Drive	OB	4457	1292	5749	0	0	0
4	US 41	Commercial Drive	OB	2428	1437	3865	0	0	0
61	US 41	Palm Street	IB	841	2451	3292	12	0	1
63	US 41	River Drive	IB	355	243	598	0	0	0
137	US 41	Lakewood	IB	1870	3197	5067	0	0	0
138	US 41	Guilford	IB	420	2511	2931	33	0	0
140	US 41	Seminole Avenue	OB	1085	458	1543	16	0	1
141	US 41	Guilford	OB	1625	585	2210	92	3	1
147	US 41	Lakewood	OB	2775	2371	5146	54	2	1
219	US 41	Courthouse Shadows	OB	9492	3230	12722	453	4	9
139	Walmart	US 41	IB	541	8579	9120	23	2	2

APPENDIX E

Collision and Condition Diagrams

TIME					
7-8 AM	2	3	0	0	0
8-9 AM	3	1	0	0	0
9-10 AM	1	0	0	0	0
10-11 AM	0	0	0	0	0
11-12 PM	0	1	0	3	0
12-1 PM	6	0	1	0	1
1-2 PM	2	1	0	1	4
2-3 PM	0	0	1	2	4
3-4 PM	13	1	0	0	1
4-5 PM	11	0	1	1	1
5-6 PM	8	2			

SYMBOLS

- SIGNALIZED INTERSECTION
- BICYCLIST
- VEHICLE MOVEMENT
- EXISTING OVERHEAD SIGN CANTILEVER STRUCTURE
- PEDESTRIAN
- PERSONAL INJURY
- EXISTING SIGN POST(S)
- EXISTING BUS STOP
- FATALITY
- ## COLLISION NUMBER

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (1)

SHEET NO. 1

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

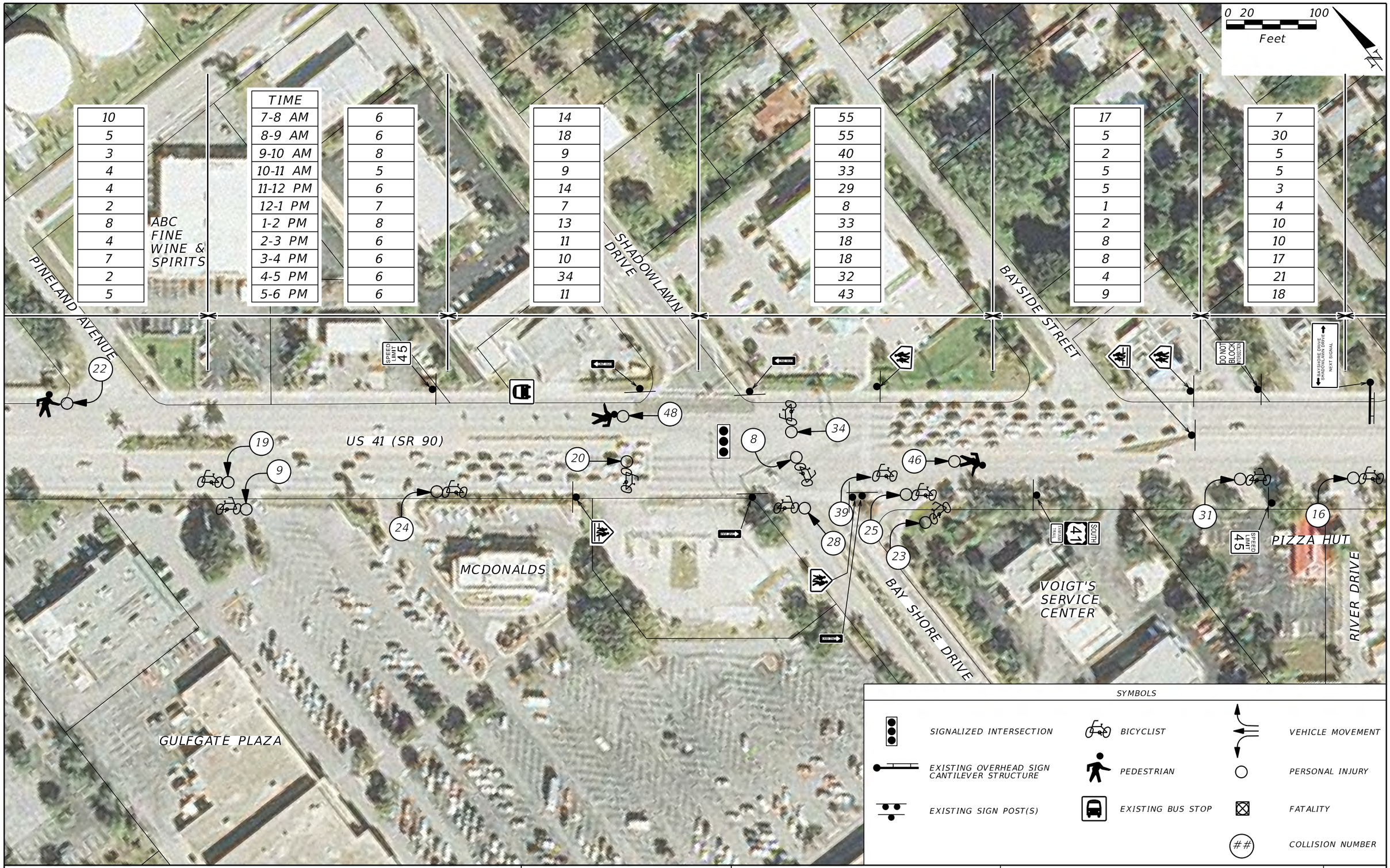
CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (2)

SHEET NO. 2



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

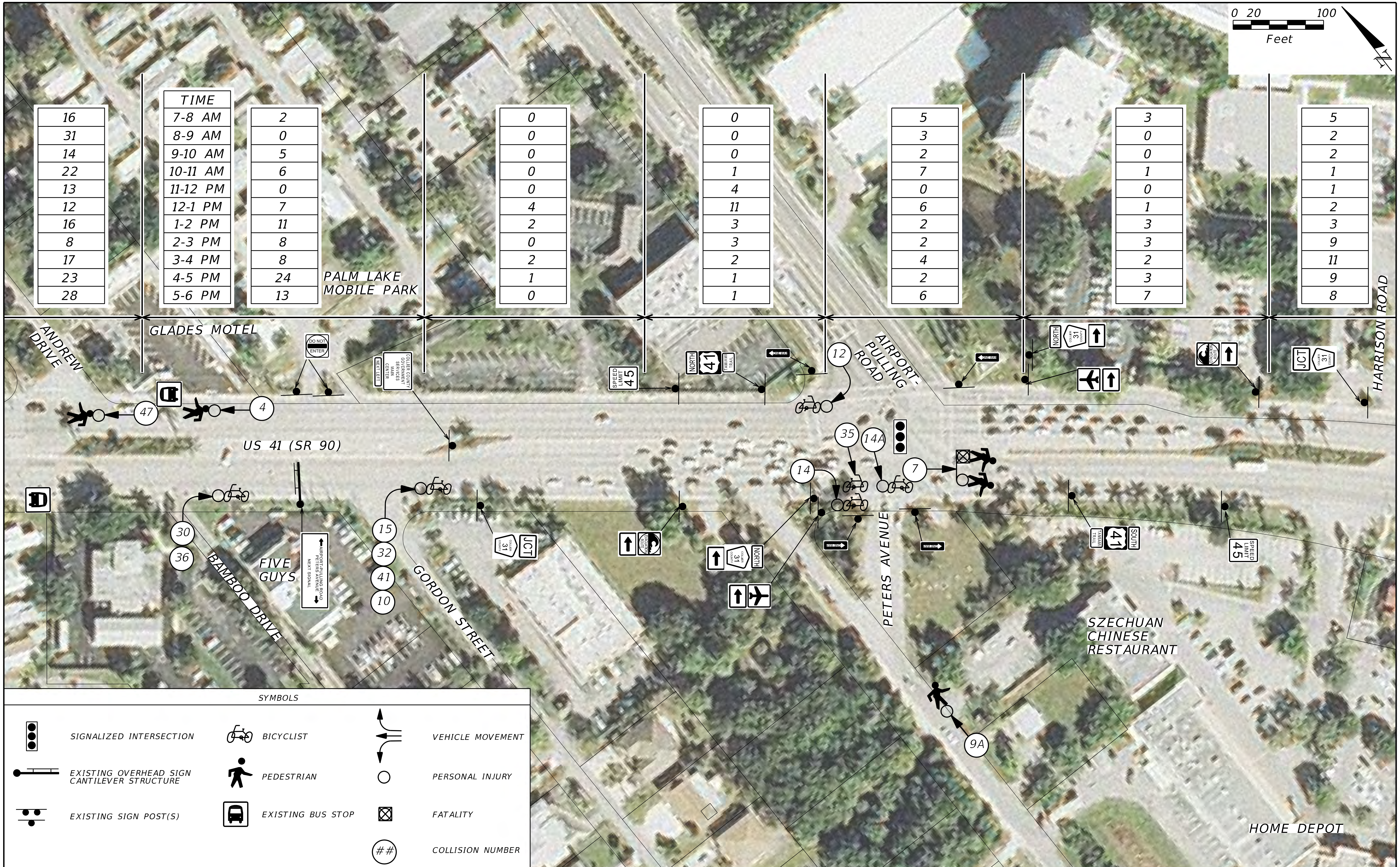
CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (3)

SHEET NO. 3


0 20 100
Feet
N
PALM LAKE MOBILE PARK
GLADES MOTEL
ANDREW DRIVE
AIRPORT-PULLING ROAD
HARRISON ROAD
US 41 (SR 90)
BAMBOO DRIVE
FIVE GUYS
GORDON STREET
PETERS AVENUE
SZECHUAN CHINESE RESTAURANT
HOME DEPOT
DO NOT ENTER
SPEED LIMIT 45
NORTH 41 TAMIAMI TRAIL
SOUTH 41 TAMIAMI TRAIL
JCT 31
NORTH 31
COLLIER COUNTY GOVERNMENT SERVICES MAIN CENTER NEXT LEFT
AIRPORT-PULLING ROAD PETERS AVENUE NEXT SIGNAL
47
4
12
35
14A
14
7
30
36
15
32
41
10
9A
SYMBOLS
SIGNALIZED INTERSECTION
BICYCLIST
VEHICLE MOVEMENT
EXISTING OVERHEAD SIGN CANTILEVER STRUCTURE
PEDESTRIAN
PERSONAL INJURY
EXISTING SIGN POST(S)
EXISTING BUS STOP
FATALITY
##
COLLISION NUMBER

	TIME						
16	7-8 AM	2	0	0	5	3	5
31	8-9 AM	0	0	0	3	0	2
14	9-10 AM	5	0	0	2	0	2
22	10-11 AM	6	0	1	7	1	1
13	11-12 PM	0	0	4	0	0	1
12	12-1 PM	7	4	11	6	1	2
16	1-2 PM	11	2	3	2	3	3
8	2-3 PM	8	0	3	2	3	9
17	3-4 PM	8	2	2	4	2	11
23	4-5 PM	24	1	1	2	3	9
28	5-6 PM	13	0	1	6	7	8

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

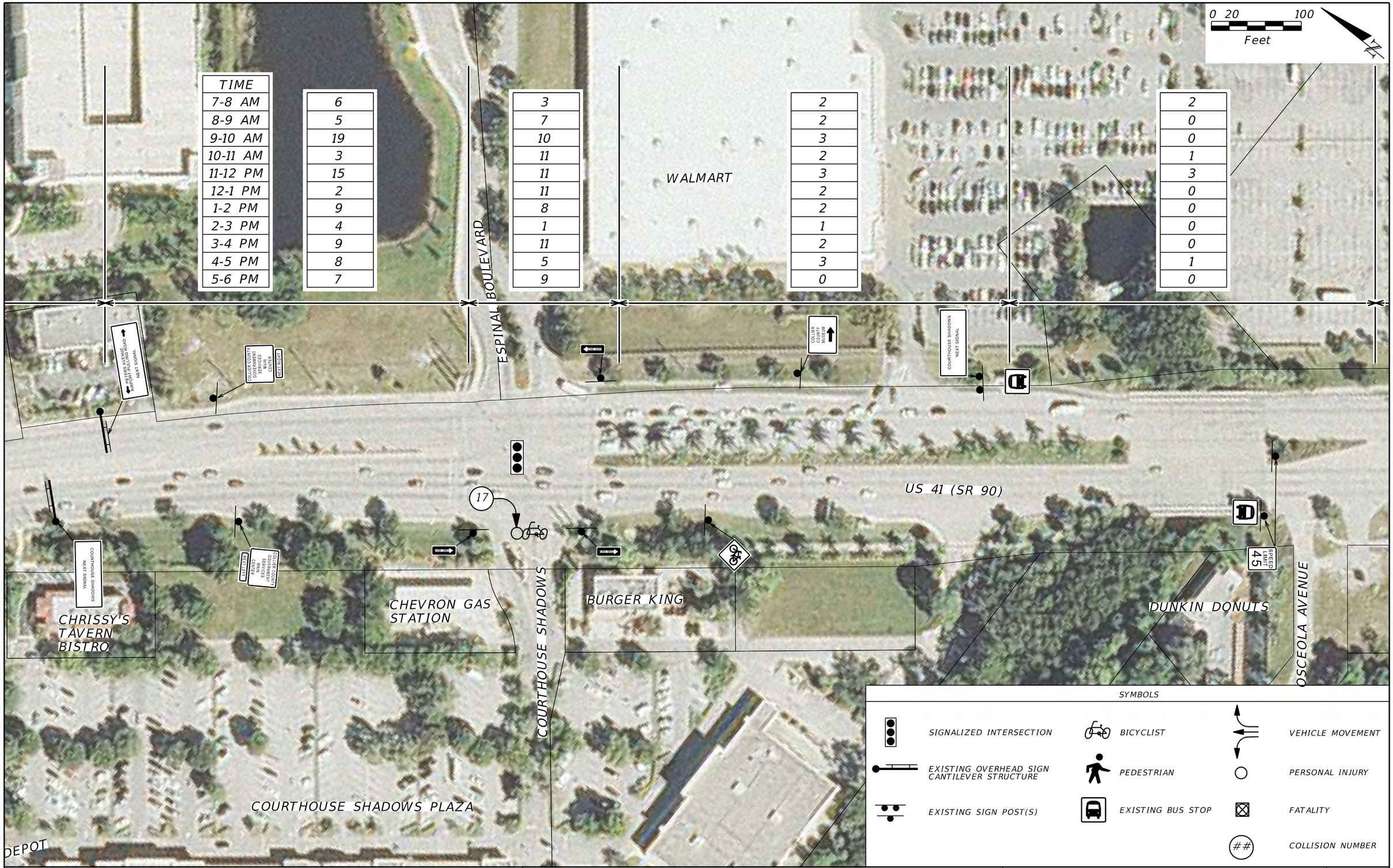
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (4)

SHEET NO. 4

Howard.Holley 4/1/2015 12:47:37 PM \\Dfs1\projects\00195\00195223.07\Airport Pulling and US 41\Microstation Aerials and F



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (5)

SHEET NO. 5

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (6)

SHEET NO. 6

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048
CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (7)

SHEET NO. 7

SYMBOLS

SIGNALIZED INTERSECTION	BICYCLIST	VEHICLE MOVEMENT
EXISTING OVERHEAD SIGN CANTILEVER STRUCTURE	PEDESTRIAN	PERSONAL INJURY
EXISTING SIGN POST(S)	EXISTING BUS STOP	FATALITY
		## COLLISION NUMBER

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	COLLIER	

COLLISION AND CONDITION DIAGRAM (8)

SHEET NO. 8

TIME												
7-8 AM	2	0	6	1	1	4	0	2	8	1		
8-9 AM	3	0	9	3	8	4	4	4	8	4		
9-10 AM	0	0	8	3	4	3	0	1	6	8		
10-11 AM	2	0	6	8	1	2	0	0	9	8		
11-12 PM	3	0	5	0	7	3	0	1	1	5		
12-1 PM	2	0	13	8	5	5	0	0	1	2		
1-2 PM	3	0	8	6	8	2	0	0	3	2		
2-3 PM	2	0	12	3	7	7	0	3	5	6		
3-4 PM	5	0	9	6	3	4	0	3	10	7		
4-5 PM	5	0	5	5	3	4	0	6	11	5		
5-6 PM	6	0	12	6	7	5	0	0	5	11		

0 20 100
Feet

US 41 (SR 90)
STANFORD COURT
AIRPORT PULLING ROAD
COURTHOUSE
GOVERNMENT CENTER
BAIL BONDS
BAIL BONDS
2641 AIRPORT PULLING ROAD
COURT PLAZA

SYMBOLS

- SIGNALIZED INTERSECTION
- BICYCLIST
- VEHICLE MOVEMENT
- EXISTING OVERHEAD SIGN CANTILEVER STRUCTURE
- PEDESTRIAN
- PERSONAL INJURY
- EXISTING SIGN POST(S)
- EXISTING BUS STOP
- FATALITY
- ## COLLISION NUMBER

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

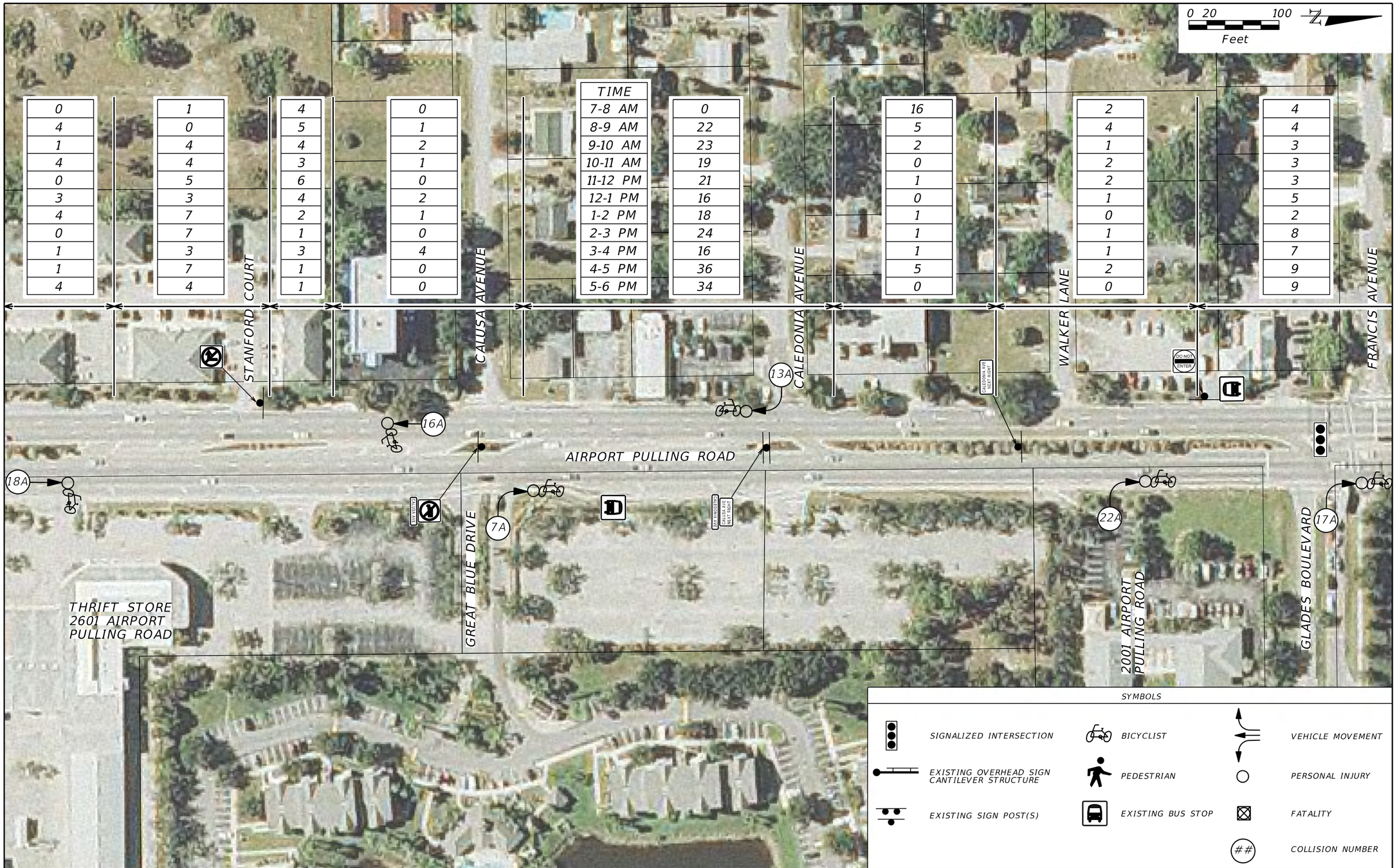
CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	COLLIER	

COLLISION AND CONDITION DIAGRAM (9)

SHEET NO. 9



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4
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0

TIME	
7-8 AM	0
8-9 AM	22
9-10 AM	23
10-11 AM	19
11-12 PM	21
12-1 PM	16
1-2 PM	18
2-3 PM	24
3-4 PM	16
4-5 PM	36
5-6 PM	34

16
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SYMBOLS

- SIGNALIZED INTERSECTION
- EXISTING OVERHEAD SIGN CANTILEVER STRUCTURE
- EXISTING SIGN POST(S)
- BICYCLIST
- PEDESTRIAN
- EXISTING BUS STOP
- VEHICLE MOVEMENT
- PERSONAL INJURY
- FATALITY
- ## COLLISION NUMBER

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048
CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	COLLIER	

COLLISION AND CONDITION DIAGRAM (10)

SHEET NO. 10

TIME											
7-8 AM	17	0	0	0	0	5	0				
8-9 AM	34	0	0	0	0	0	0				
9-10 AM	17	0	0	0	0	2	0				
10-11 AM	30	0	0	0	0	5	0				
11-12 PM	31	0	0	0	0	1	0				
12-1 PM	23	0	0	0	0	0	0				
1-2 PM	8	0	0	0	0	3	0				
2-3 PM	15	0	0	0	0	1	0				
3-4 PM	9	0	0	0	0	1	0				
4-5 PM	11	0	0	0	0	0	0				
5-6 PM	10	0	0	0	0	0	2				

0 20 100 Feet

N

LINWOOD AVENUE

CONNECTICUT AVENUE

DAVIS BOULEVARD (SR 84)

TERRACE AVENUE

AIRPORT PULLING ROAD

LINWOOD AVE NEXT RIGHT

CONNECTICUT AVE NEXT RIGHT

RIGHT LANE MUST TURN RIGHT

WATCH FOR PEDESTRIANS

SIGNS ON MAST ARM UPRIGHT

5A 9A 6A 11A 3A 19A 2A

84 ICT

84

HOME DEPOT

WALGREENS

SYMBOLS

- SIGNALIZED INTERSECTION
- BICYCLIST
- VEHICLE MOVEMENT
- EXISTING OVERHEAD SIGN CANTILEVER STRUCTURE
- PEDESTRIAN
- PERSONAL INJURY
- EXISTING SIGN POST(S)
- EXISTING BUS STOP
- FATALITY
- ## COLLISION NUMBER

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
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CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	COLLIER	

COLLISION AND CONDITION DIAGRAM (11)

SHEET NO. 11

Howard.Holley 4/1/2015 12:49:51 PM \\Dfs1\projects\00195\00195223.07\Airport Pulling and US 41\Microstation Aerials and F

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
12481 TELECOM DRIVE
TAMPA, FL 33637
(813) 221-0048

CERTIFICATE OF AUTHORIZATION NO. 3843
SUSAN C. JOEL, PE NO. 46018

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	COLLIER	

COLLISION AND CONDITION DIAGRAM (12)

SHEET NO. 12