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Chapter 1– Introduction

Collier County, the Collier Metropolitan Planning Organization (MPO) and the individual jurisdictions in Collier County have a long history of recognizing the role of safe pedestrian and bicycle facilities in their planning efforts. In 1996, the City of Naples developed and published its *Traffic Accident Statistics Report* to understand the causes of crashes between motor vehicles and other modes.

The MPO's *Comprehensive Pathways Plan*, last updated in 2012, was developed to assist the 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 MPO has also undertaken several *Walkable Communities Studies*. The results of these studies are then integrated into the *Comprehensive Pathways Plan*.

Figure 1: Collier MPO Comprehensive Pathways Plan

The purpose of this Pedestrian and Bicycle Safety Study is to summarize the tasks of the pedestrian and bicycle safety project. This project provides an analysis of recent bicycle and pedestrian crash data which will enable the MPO and the jurisdictions to identify future pathways improvement projects and other safety initiatives to improve the safety of walkers and bicyclists. This *Pedestrian and Bicycle Safety Study* is comprised of three parts, each intended to better understand the challenges of walking and bicycling in Collier County. The first part of the report summarizes the analysis of 1,067 pedestrian and bicycle crash reports covering five year period from January 2008 to December 2012. The second part describes and summarizes results from public surveys on bicycle and pedestrian crash risks as a supplemental input for understanding the bicycle and pedestrian crash issues in Collier County. The third part of the report includes an analysis of crash locations to identify high-crash corridors and recommendations for including safety more quantitatively in the PAC's project selection process. When reviewed together, the crash report analysis and the survey results create a more complete understanding of the countywide walking and bicycling environment. The evaluation methodology, based specifically on safety, gives the PAC a way to respond directly to the safety goal.

Crash Data Source and Qualifiers

Unless noted otherwise, crash records used to compile this report were obtained from the Collier County Crash Data Management System (CDMS). The primary data source for the CDMS is the Florida Department of Highway Safety and Motor Vehicles. Data from the FDOT "All Roads Crash GIS Shapefiles" includes geo-located crash records for the State Highway System, city-maintained roads and county-maintained roads, viewable with typical Geographic Information Systems (GIS) software . As a rule, this data contains nearly all

crashes where an injury or fatality occurs; however, some crashes that included only property damage may not be included in this dataset. As such, the crash data used for this report should be treated as a very complete sample but not as a complete census of all bicycle and pedestrian crashes.

Other data qualifiers include discrepancies between the way that the data is coded using the various data fields in the crash report and the written narrative and diagram that describe the crash event. Florida crash reports include over 100 data points where the responding law enforcement personnel must choose the most appropriate value/descriptor from a list. While the best efforts are made by the reporting officer to accurately reflect what happened, it is often hard to capture the complexity of the crash circumstances using the coded data fields and so the coded data may not exactly match what is written in the crash report narrative. In the case of severe injury and fatal crashes where the walker or bicyclist is unable to speak for himself or herself, it is up to the officer to piece together what happened. In the case of a fatality that occurred after the report was initially filed, the databases may not be updated to reflect the fatality, resulting in discrepancies in the data. All of this is noted not to discount the validity of the data captured from the reports, but to highlight that crash data analysis is a complex endeavor that should be undertaken with an understanding of the context.

Unreported Crashes

Because bicycle and pedestrian crashes do not always result in a motor vehicle insurance claim, crashes that do not involve an injury that requires emergency medical care are less likely to be reported than "property damage only" crashes between two or more motor vehicles. This is consistent with a 2007 study by Rune Elvik and Anne Borger Mysen, who surveyed 13 crash reporting methodologies in thirteen countries. They found that while 95 percent of all fatal injuries are captured in official crash reports, the number of reported crashes decreases with the severity of the crash, with as few as 25 percent of slight injury crashes being reported.[1] Elvik's study considered all crashes, not just bicycle or pedestrian crashes. A similar 1998 study completed by Jane Stutts and William Hunter found that bicyclists who were hospitalized

Figure 2: Bicyclist crossing Airport Pulling Road mid-block

or killed were 1.4 times more likely to be reported in state traffic crash files than incidents were bicyclists received emergency treatment but were not admitted to a hospital.[2]

To help understand the potential for bicycle and pedestrian crash "under-reporting" in Collier County, a survey was developed and distributed to identify the extent to which cyclists and pedestrians either experienced unreported crash incidents or "near misses." The survey and the results are included in Chapter 2.

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[1] Incomplete Accident Reporting: Meta-Analysis of Studies Made in 13 Countries. Rune Elvik & Anne Borger Mysen, TRB Volume 1665, p 133-140, 2007.

[2] Police Reporting of Pedestrians and Bicyclists Treated in Hospital Emergency Rooms. Stutts, J.C. and Hunter, W.W., TRB Issue Number 1635, p.88-92; 1998.

Approach to the Crash Data Analysis

For this analysis, the Crash Data Management System (CDMS) was used to analyze crash data from 2008 through 2012. While this database collects a wide array of coded crash attribute data, a subset of approximately 250 report narratives and collision diagrams were reviewed manually to assess the crash data trends and patterns beyond what could be derived from a review of the coded crash data alone.

In cases where a bicycle or pedestrian crash had been recorded in the CDMS but had not been located, the location was determined as part of this project. In a few cases when a crash location wasn't entered, it was located on a map and the location added to the table allowing for a more precise analysis of crash locations. Generally, additional attention was directed at crash reports that documented an incapacitating injury or fatality.

Chapter 2 – Pedestrian and Bicycle Crash Data Analysis

In order to better understand what is occurring on the roadways in Collier County, crash report data was analyzed. The following charts and related discussions describe aspects including: the following.

- Time of day
- Day of week, month and year
- Bicyclist and pedestrian age
- Crash location in the County
- Weather conditions, lighting
- Location on the roadway
- Presence or absence of a traffic control device
- Relationship of the crash location to the intersection

Crash Totals: Collier compared to the state of Florida

As shown in the table below, compared with the State of Florida as a whole, from 2007 to 2011 Collier County experienced fewer pedestrians killed than the statewide average per 100,00 people, and had a lower pedestrian injury rate. During that same time frame, however, the bicyclist injury and fatality rate was higher than that of the state per 100,000 people.

Table 1: Collier County and state of Florida pedestrian and bicycle crash rate comparison

	State of Florida		Collier	
	Average (2007 - 2011)	Per 100k Population	Average (2007 - 2011)	Per 100k Population
Pedestrians killed	502	2.67	6	1.74
Pedestrians injured	7313.4	38.90	88	27.43
Bicycle riders killed	106.8	0.57	2	0.62
Bicycle riders injured	4458.2	23.71	94	29.24

* Most recent available statewide data is 2011
** rates based on 2010 census population

Crash totals: frequency and severity

The graphs below show the frequency and severity of Bicycle and Pedestrian crashes in Collier County from 2008 through 2012. Total pedestrian crashes have been high for the past 4 years when compared to 2008. Pedestrian injury-crashes appear to have held constant from 2011 to 2012, but have decreased since 2009. There have been 8 or less bicyclist/pedestrian fatalities in each of the 5 years in this study period. While bicycle crash totals have been relatively constant, bicyclist crashes with injuries appear to be decreasing.

Pedestrian crashes by year, 2008-2012

Bicycle crashes by year, 2008-2012
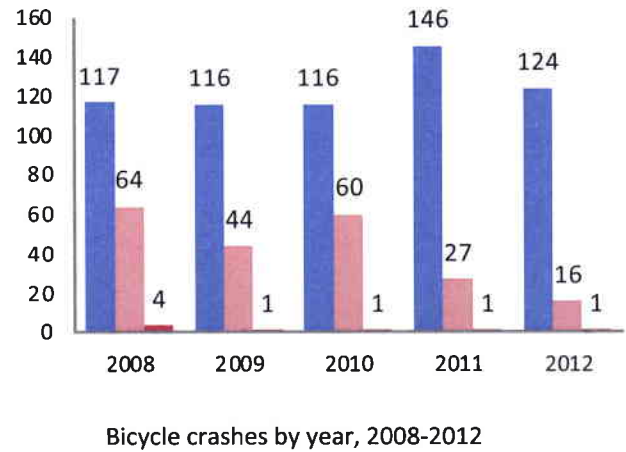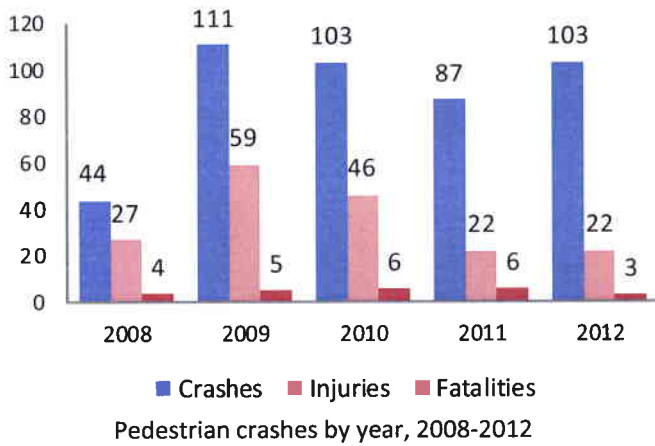
Pedestrian and bicycle crashes by month

Bicycle and pedestrian crash patterns in Florida tend to mirror the weather and the seasonal variation in population—which is an especially strong factor in Collier County. The charts below show the number of crashes by month.

The worst months for pedestrian crashes (shown in blue) have been January, March and December with 48 crashes each. September also ranks highly with 45 pedestrian crashes. The worst month for pedestrian fatalities was March, followed by December. Generally, there are fewer pedestrian injury crashes (shown in pink) in the summer. The increase in August may correlate with the start of school.

Bicycle crashes follow a different pattern, with 77 crashes occurring in November, followed by January with 64 and April with 57. Similar to pedestrian injury crashes, generally, there have been fewer bicycle injury crashes in the month of July. August has historically had the most bicycle fatalities.

Pedestrian Crashes by Month, 2008-2012

Bicycle Crashes by Month, 2008-2012
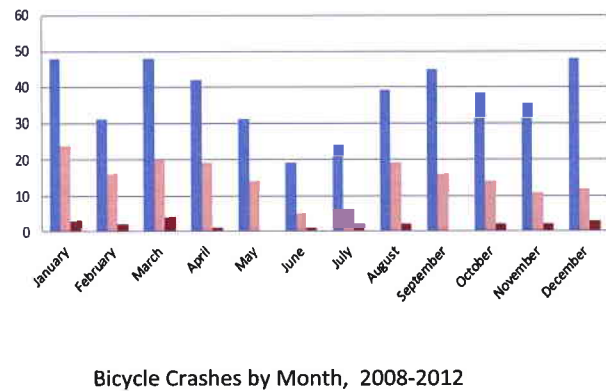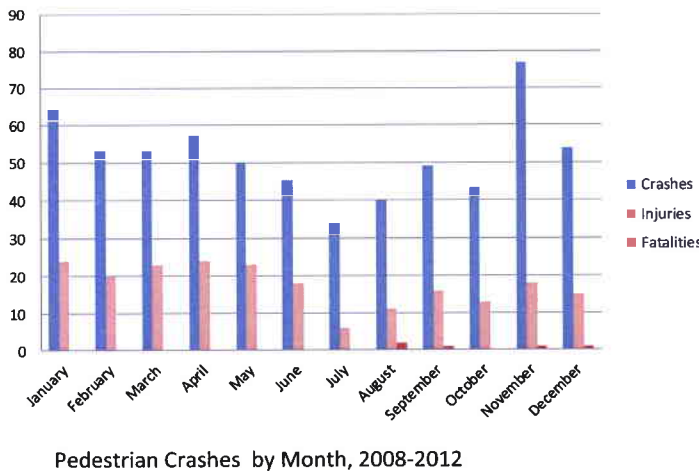
Pedestrian and bicycle crashes by day of the week

The charts below show the incidence of crashes by day of the week. Overall the highest numbers of pedestrian crashes have occurred on Tuesdays, Wednesdays and Saturdays. Saturdays also have the most fatal pedestrian crashes. The highest number of bicyclist crashes occurred on Tuesdays, but the crashes are more evenly spread out than pedestrian crashes. The highest number of fatal bicycle crashes happened on Saturdays.
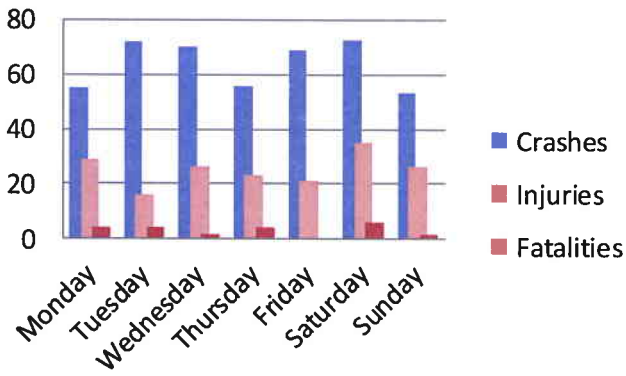
Pedestrian Crashes by day of the week, 2008-2012
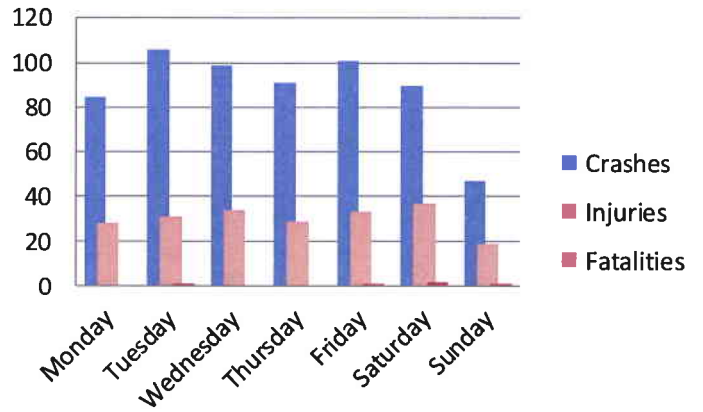
Bicycle Crashes by day of the week, 2008-2012

Time of day

This chart shows the occurrences of crashes by hour. Crashes tend to occur in the afternoon and evening, with the greatest number of crashes happening between 8 and 9 pm. This also happens to be one of the hours with the highest number of fatal crashes. The hours between 7 and 9 pm account for almost 22% of fatal crashes.
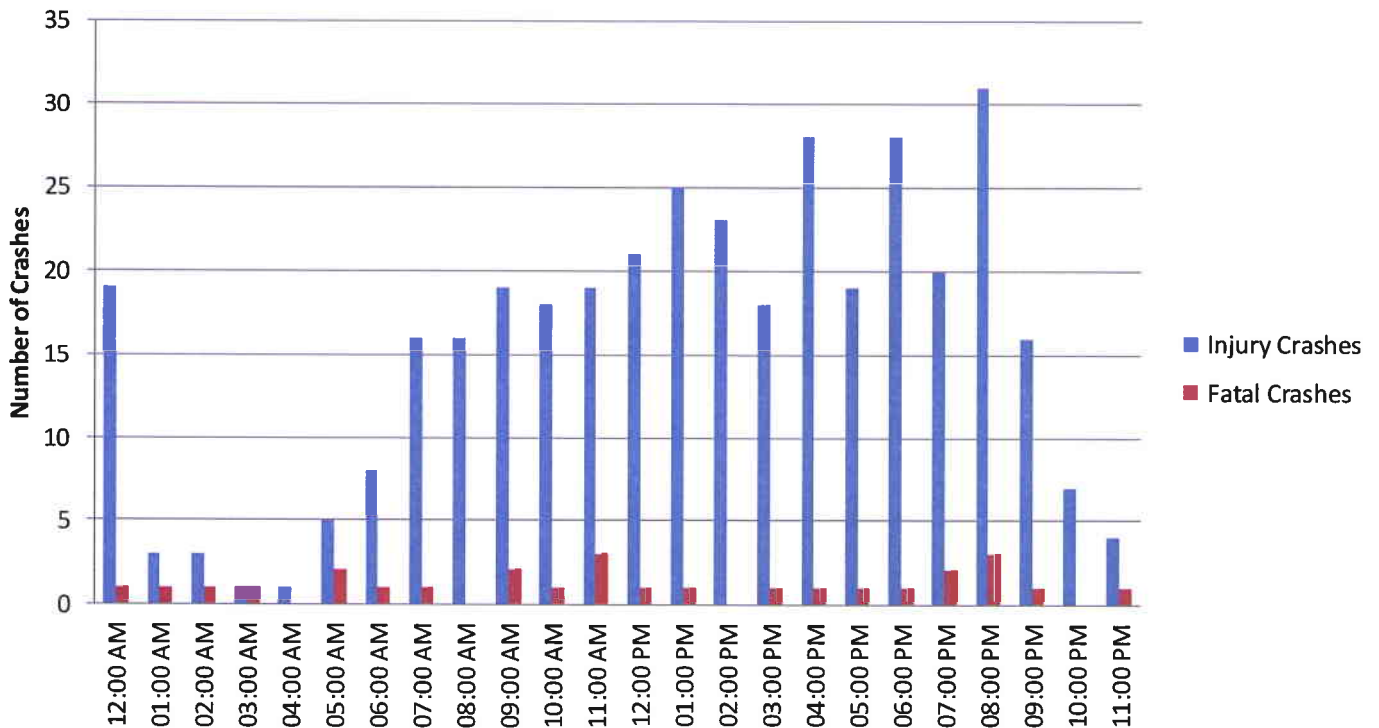
Bicyclist age

Bicyclist age at the time of the crash was analyzed and is graphed below. It should be noted that age is not always noted on the crash report, so the set of data from which this is developed is smaller than the other sets. Age of the bicyclist is an important factor when it comes to developing countermeasures because it assists in developing effective public information campaigns and training programs. In Collier County, age groups of 11-20 years and 41-50 are slightly higher than their counterparts, however, the age groups involved in bicycle crashes from ages 11-60 are almost equally represented.
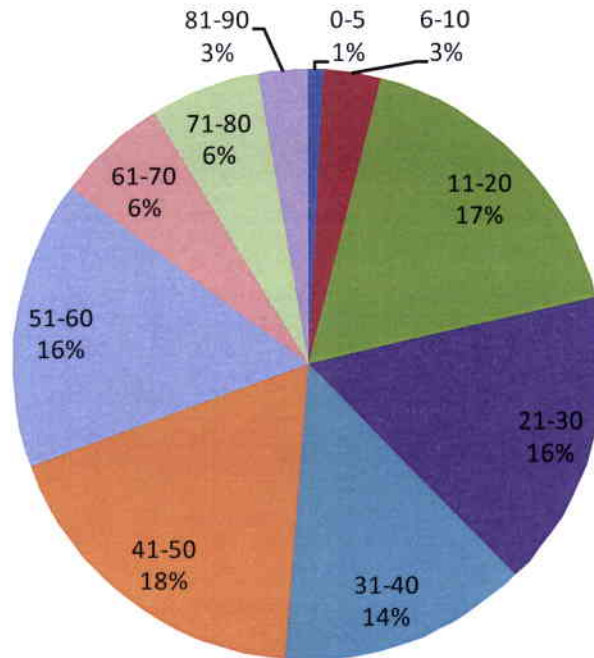
Pedestrian age

Pedestrian age at the time of the crash was also analyzed and is shown in the graph below. Targeting the groups that are involved in crashes can be an effective way to reduce crash occurrences. However, similar to the bicycle crashes, the age groups involved in pedestrian crashes from ages 11-60 are almost equally represented.
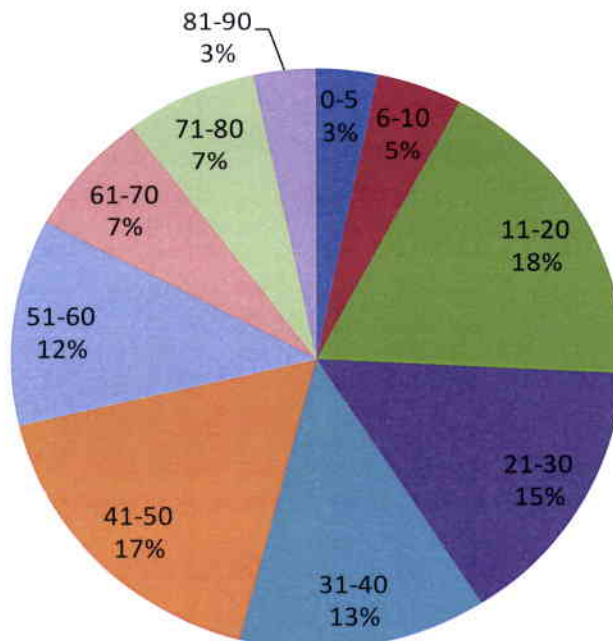
Pedestrian and bicycle crash locations

While pedestrian and bicycle crashes occur throughout Collier County, several areas stand out with a high number of reported crashes. The denser urban areas of Naples and the surrounding areas and Immokalee accounted for 67% of the crashes. In 21% of the cases no location was identified in the crash report.
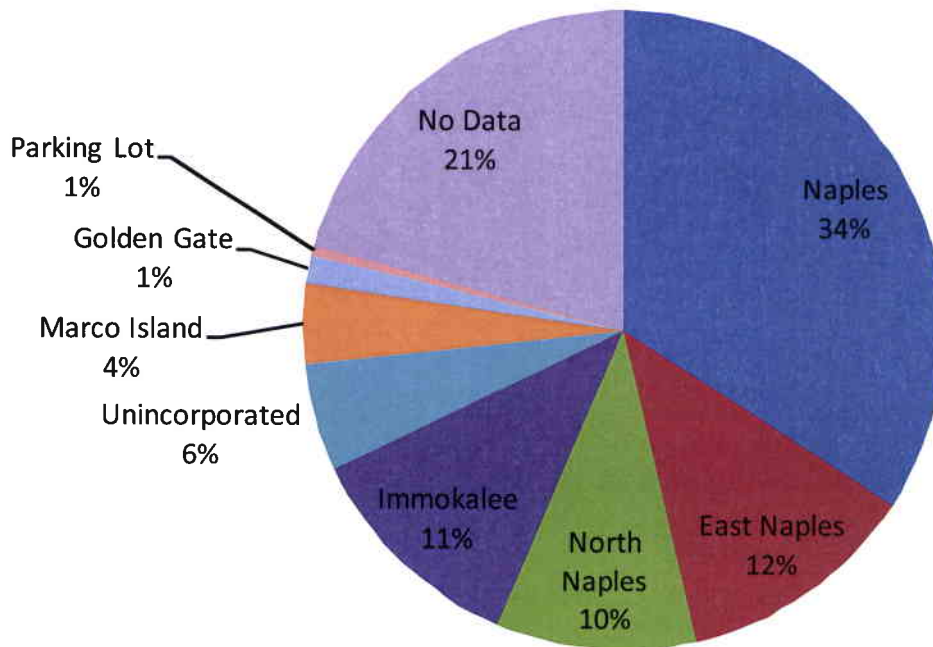
Crash cause

Often many factors play a role in the cause of a pedestrian or bicycle crash. A crash report attempts to capture that cause in an analyzable way. These causes can vary by mode, but in Collier County the most frequently reported crash cause is the motor vehicle *Failure to Yield the Right-of-Way*. There were 144 (37%) reported instances of this cause for both pedestrian and bicycle crashes. Failure to yield can be on the part of the driver or the pedestrian or the bicyclist and when included in a crash report it is based on whoever was legally supposed to yield the right-of-way. There was a large number of crash reports reviewed that did not specify a cause.

- Ran Stop Sign
- Other, Explained in Narrative
- Improper Backing
- All other
- Other Contributing Actions
- Operated MV in Careless or Negligent Manner
- No Contributing Action
- Failed to Yield Right-of-Way
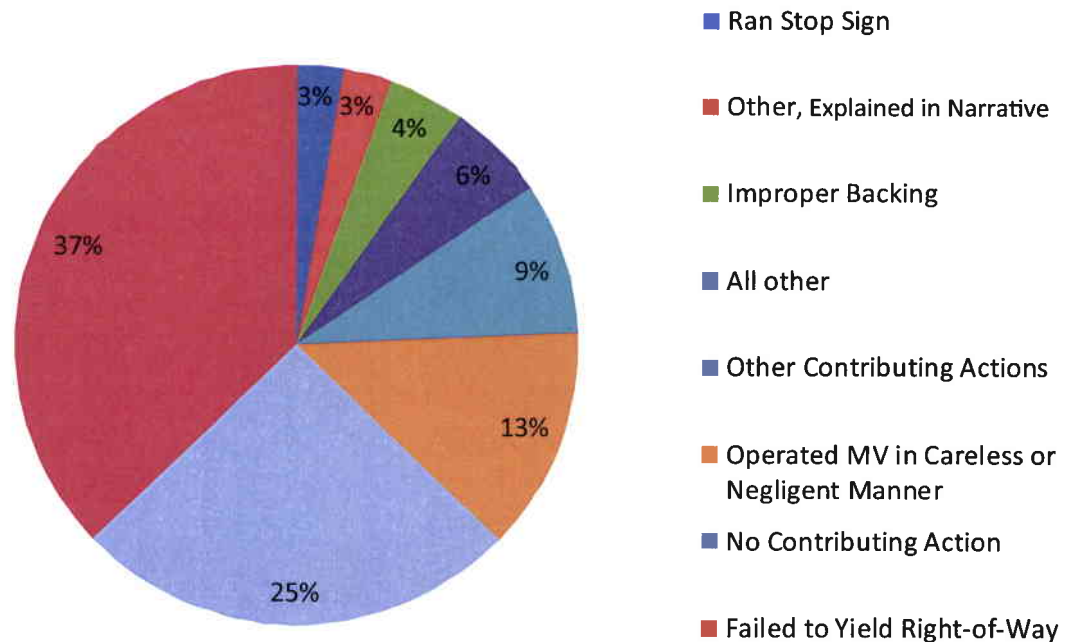
Vehicle movement

The direction of movement of both participants at the time a crash is noted in a crash report. The chart below shows movement of the first participant or vehicle. The vehicle participant believed to be at fault was moving straight ahead in 40% of crashes, and either turning right or turning left in 33% of crashes.

In the 9 percent of cases the movement was noted in the crash narrative, but not in the report. Reasons noted in the narrative included things like backing into a parking space or crossing a driveway.

Legend:
- All other
- Slowing
- Backing
- Other, Explained in Narrative
- Turning Left
- Turning Right
- Straight Ahead

Values shown: 5%, 3%, 7%, 9%, 12%, 24%, 40%
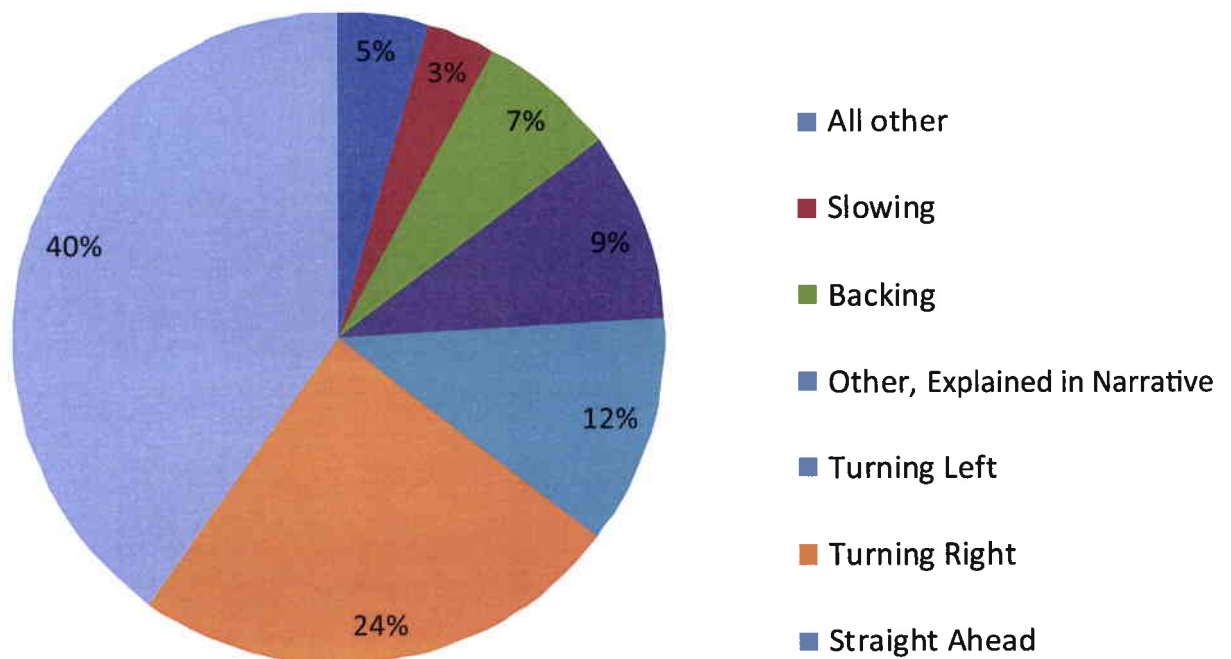
Weather conditions

The weather was noted as clear in the majority of pedestrian or bicycle crashes. This is likely because more people choose to walk or bicycle when the weather is clear.

Legend:
- Clear
- Cloudy
- Rain
- All other

Values shown: 1%, 3%, 13%, 83%
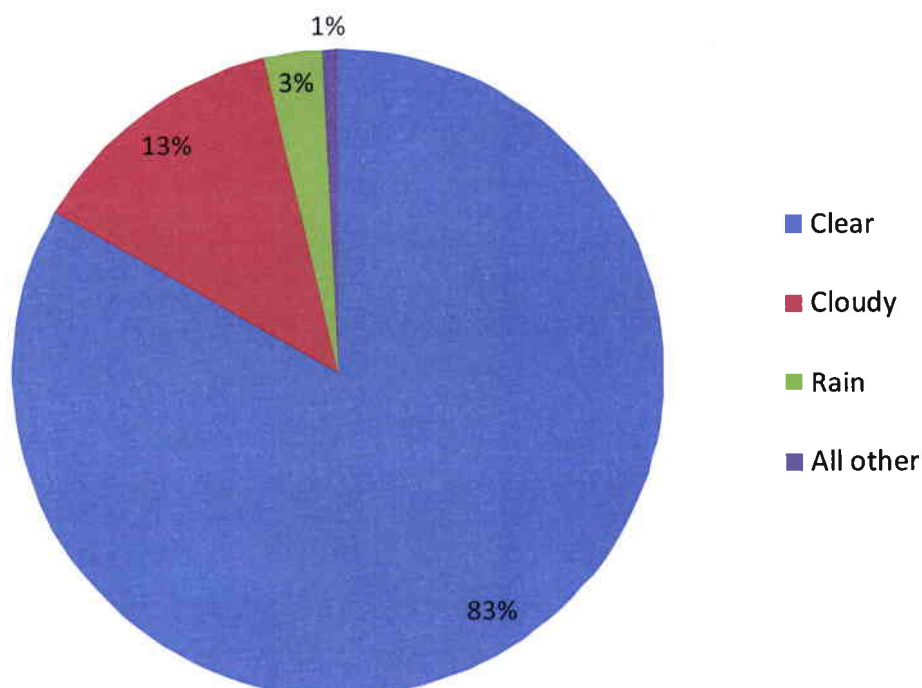
Lighting

The majority of recorded crashes, regardless of severity, occur in the daylight hours, which makes sense because that is when the majority of people walk or bicycle.

- Daylight
- Dark-Lighted
- Dark-Not Lighted
- Dusk
- All other
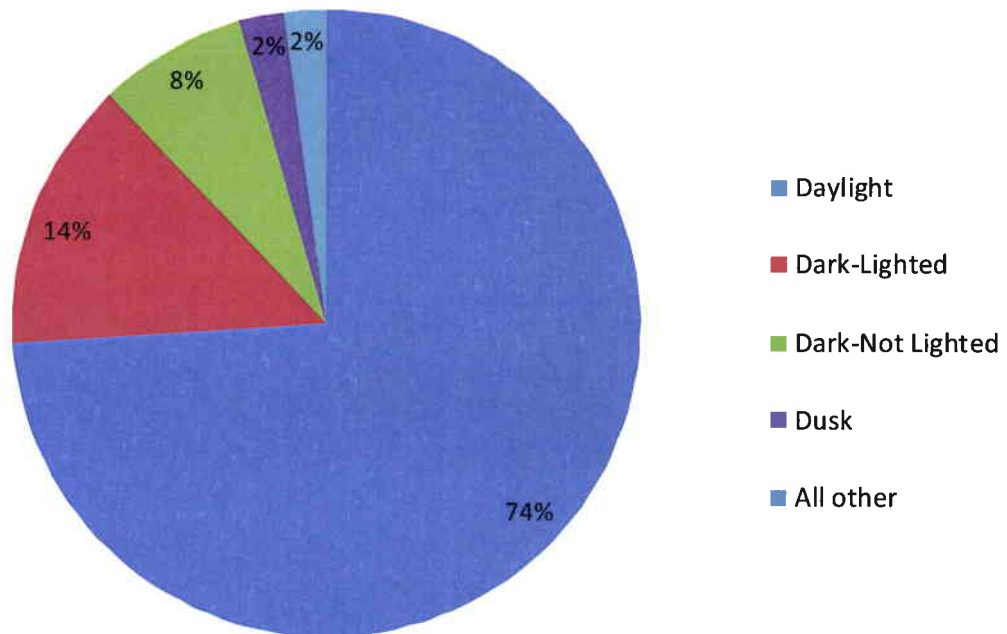
Location on the roadway

Most pedestrian or bicycle crashes happened on the roadway. For pedestrians, that typically means they were crossing the roadway at either a non-signalized (midblock) location or at a signalized intersection. In a number of cases, no location was noted on the crash report.

- On Roadway
- Off Roadway
- Shoulder
- In Parking Lane or Zone
- All other
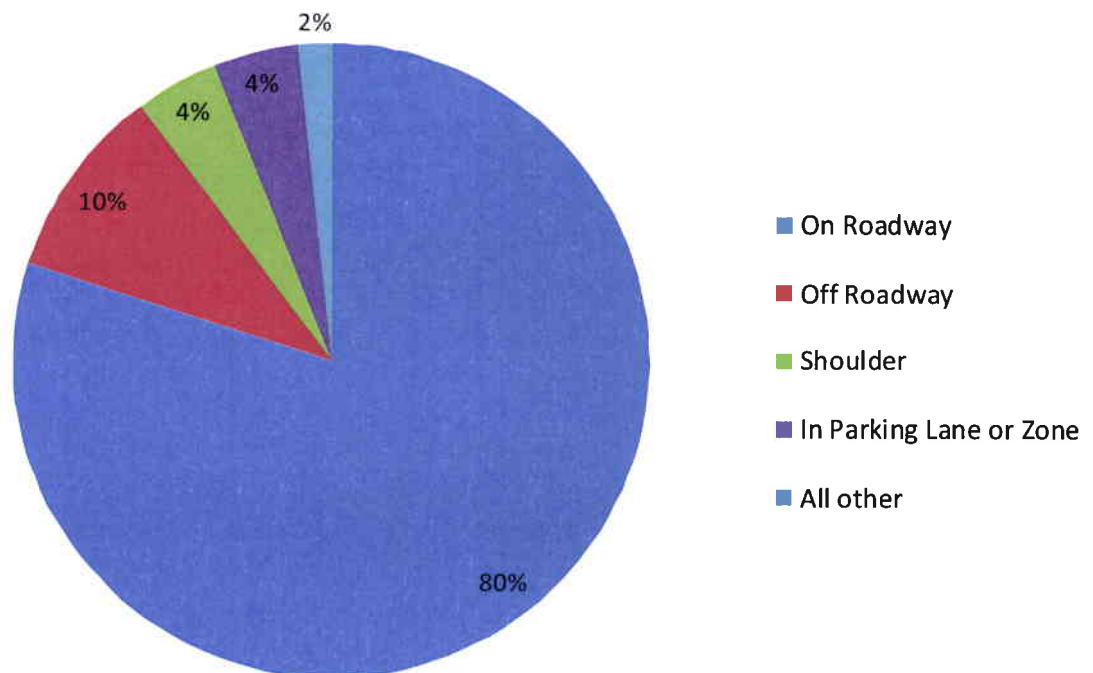
Traffic control

In almost half of the crashes in Collier County, there were no traffic control devices at the scene of the crash. This can mean a variety of things, including crossing at mid-block or away from an intersection. In 28% of the cases, there was a stop sign at the crash location and in 18% there was a traffic signal.
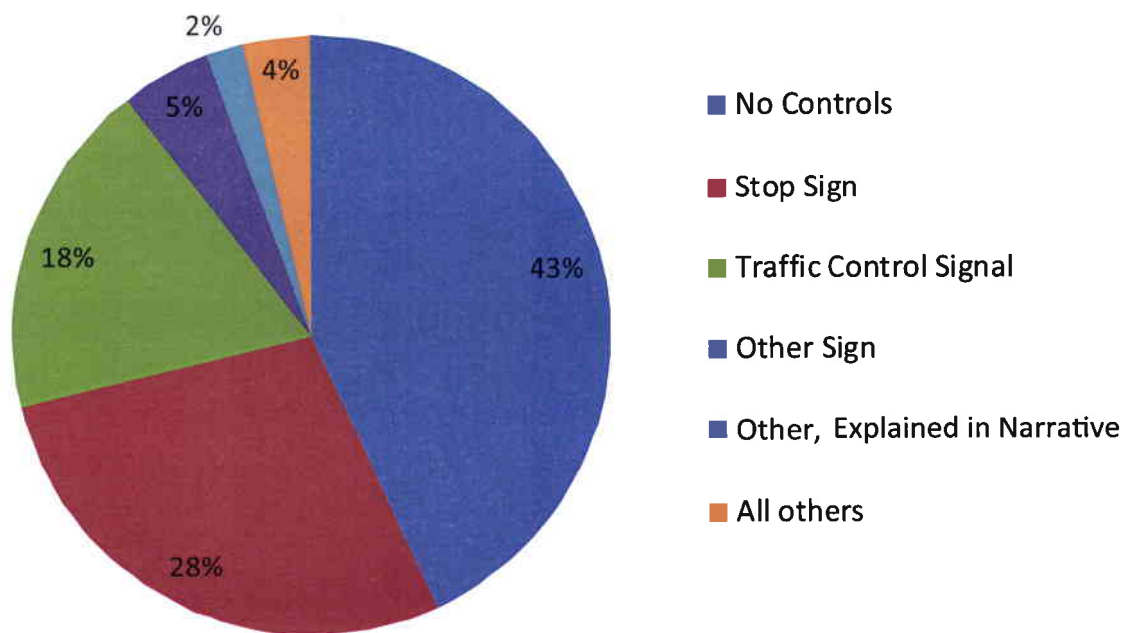
Relation to intersection

One way to begin to understand where a crash problem may be occurring is to look at where the crash occurred relative to an intersection. This chart shows that in Collier County one third of the pedestrian or bicycle crashes occurred at an intersection, and about the same percentage occurred away from the intersection. Intersection related is typically within the influence area of an intersection, such as where right or left turn lanes are striped. Driveways and alleys are frequently the location of crashes where the driver didn't see a pedestrian or cyclist approaching from the right as they were attempting to turn right onto a major roadway.
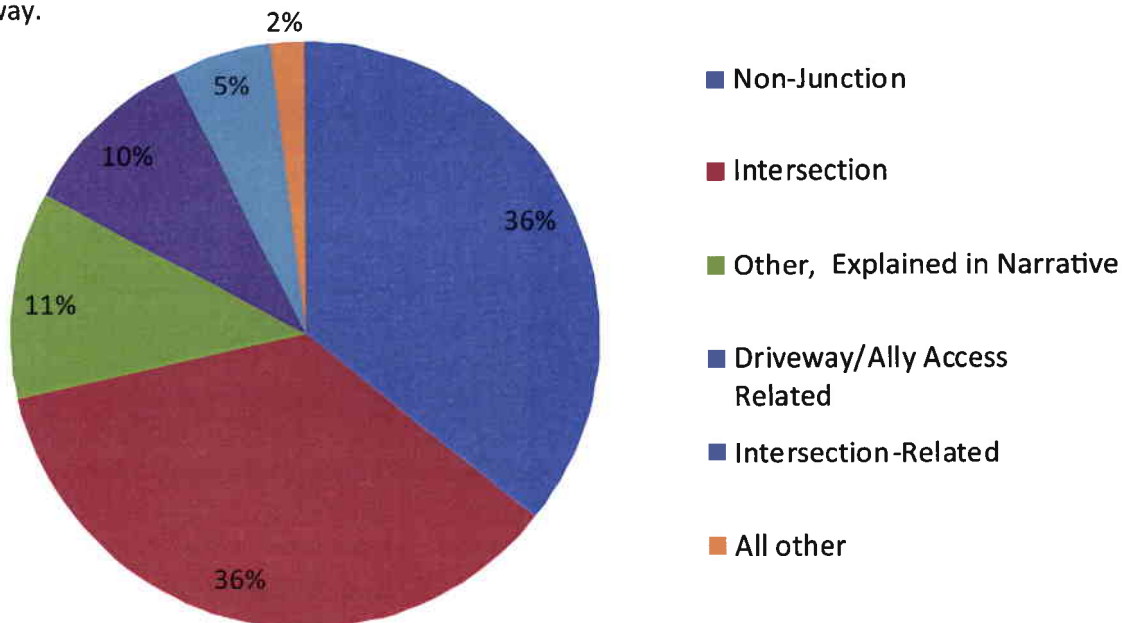
Chapter 3 – Unreported Crashes and Near Misses

Some pedestrian and bicycle crashes are never reported. For the purposes of this Study, unreported crashes are defined as pedestrian and bicycle crashes caused by conflicts with motorists or with other pedestrians or bicyclists that do not get documented in a crash report filed by law enforcement. Other types of crashes, such as a pedestrian who trips and falls or a bicyclist who falls due to equipment failure, are also unreported incidents, but single-user incidents of this nature are not the type of unreported crash that is the focus of this Study.

By virtue of the definition, unreported crash statistics are not easily quantified. The Federal Highway Administration estimates that about 75% of the hospitalized victims of pedestrian and bicyclist crashes with motor vehicles are identified with an official motor vehicle crash report[3]. So nationally, there are roughly 25% of pedestrian and bicyclist crashes with motor vehicles resulting in hospitalization that are not reported through the standard means of a crash report.

Adding to the unreported crash statistic of hospitalized victims are those victims of crashes that result in a medical office visit rather than a hospital visit and go unreported[4]. This under-reporting of crash statistics for victims requiring medical attention is compounded by the fact that there is no documentation of the pedestrian or bicyclist who experiences a "near miss," where a motorist's or other pedestrian's or bicyclist's action nearly misses or forces the pedestrian or bicyclist from his or her path causing a crash, albeit without direct physical contact.

Survey Methodology

While documented crash data of reported pedestrian or bicyclist encounters with motorists is an accepted source and means to analyze safety trends, the other "untold stories" of incidents and near misses that go unreported were deemed an important element to address in this Safety Study. To address this issue, a public survey was designed to gather information on pedestrian and bicyclist safety-related experiences to supplement the Crash Data analysis performed for this Study. The objective of the Safety Survey was to acquire information from the walking and bicycling public to begin to understand the experiences, circumstances, and reporting practices for pedestrians and bicyclists who have conflict with motorists or other pedestrians or bicyclists in Collier County. This survey constitutes the first survey administered by the Collier MPO to capture public perceptions of safety and document safety-related experiences, particularly unreported incidents and near misses, of the walking an bicycling public.

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[3] "The Pedestrian and Bicyclist Highway Safety Problem as it Relates to the Hispanic Population in the United States" (DTFH61-03-P-00324), Federal Highway Administration, Center for Applied Research, Inc., December 2004.

[4] Hospital and police records for 2,504 bicyclists who had been treated at San Francisco General Hospital revealed that nearly half of bicyclist injuries were the result of crashes that did not involve a car. These injuries often did not result in police reports. If injured cyclists do not go to emergency rooms, the crashes causing those injuries are also not documented. Source: "How Safe is Cycling? It's Hard to Say," Gina Kolata, *The New York Times*, October 22, 2013, The New York Times Company.

The survey was prepared with questions designed for members of the public who identify themselves as a pedestrian or bicyclist. Most important was to capture those who identify themselves as having been involved in a collision or been forced from their path while walking or bicycling within the past 5 years, which is consistent with the timeframe for which documented crash data was collected and analyzed.

The National Highway Traffic Safety Administration and the Bureau of Transportation Statistics 2002 National Survey of Bicyclist and Pedestrian Attitudes and Behavior[5] was used as an example and adapted to the context of the Collier MPO's survey objectives to develop this survey's questions and method.

National trends and findings related to unreported pedestrian and bicyclist crashes were reviewed. According to the Federal Highway Safety Administration, some of the crashes not reported to the police are because they occur on private property, such as parking lots or driveways, and a police report is not required. Some crashes are not reported because the injured pedestrian or bicyclist chooses not to call the police. The survey was designed to zero in on the eventuality of these types of situations in Collier County.

Survey Execution

The proposed survey questions and administration methods were presented to the Collier MPO Pathways Advisory Committee (PAC) at its September 27, 2013 Workshop. Survey questions allowed for non-prescribed answers (i.e. multiple choices include an "other" selection to fill-in answers). See Appendix B for example survey forms.

Figure 3: Paper survey being administered at local events

The survey was made available by three different methods to reach as many people as possible within a limited time period. The survey was administered in English and in Spanish and was open to all age groups. The three methods are described further on the next page.

Figure 4: Placards in Collier area transit buses in Spanish and English

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[5] "National Survey of Bicyclist and Pedestrian Attitudes and Behavior, Volume III: Methods Report" (DOT HS 810 973), U.S. Department of Transportation National Highway Traffic Safety Administration and the Bureau of Transportation Statistics, August 2008.

Online survey. The online survey was available online from October 23, 2013 to December 5, 2013. The online survey was publicized through multiple email announcements to Collier MPO contacts, the Collier MPO website, communications by various interest groups (such as the Naples Pathways Coalition and Collier County Healthy Community Coalition), and placards inside all Collier Area Transit buses featuring a QR Code for convenient access using a device with a QR reader.

Figure 5: The MPO website including a link to the survey

Survey forms at public facilities. Hard copies of the survey forms were made available at the Collier Area Transit Transfer Station and public libraries from October 23, 2013 to December 5, 2013. Availability at these locations was publicized through placards inside every Collier Area Transit bus. Hard copies were also made available at the Naples Pathways Coalition Turkey Ride on December 1st, 2013.

Field surveys. The geographic criteria for determining locations of field surveys and intercept surveys was according to high concentrations of documented pedestrian and bicycle crashes within the past five years in the County. Four locations were identified for field surveys: Golden Gate, Immokalee, Naples Manor and the Collier County Government Complex.

Two (2) event-based field surveys were conducted by Spanish and English speaking consultant team members on October 24, 2013 at the Immokalee Sheriff's Night Out event and the Golden Gate Sheriff's Night Out event, both sponsored by the Collier County Sheriff's Office.

Two (2) location-based intercept surveys were conducted by Spanish and English speaking consultant team members on November 6, 2013 at the Collier Area Transit Government Center Station and the Naples Manor neighborhood.

Figure 6: Surveys conducted at Golden Gate City Sheriff's Night Out

Figure 7: Surveys conducted at Immokalee Crestview Apartments

Chapter 3: Unreported Crashes and Near Misses

Figure 8: Field survey and intercept survey locations
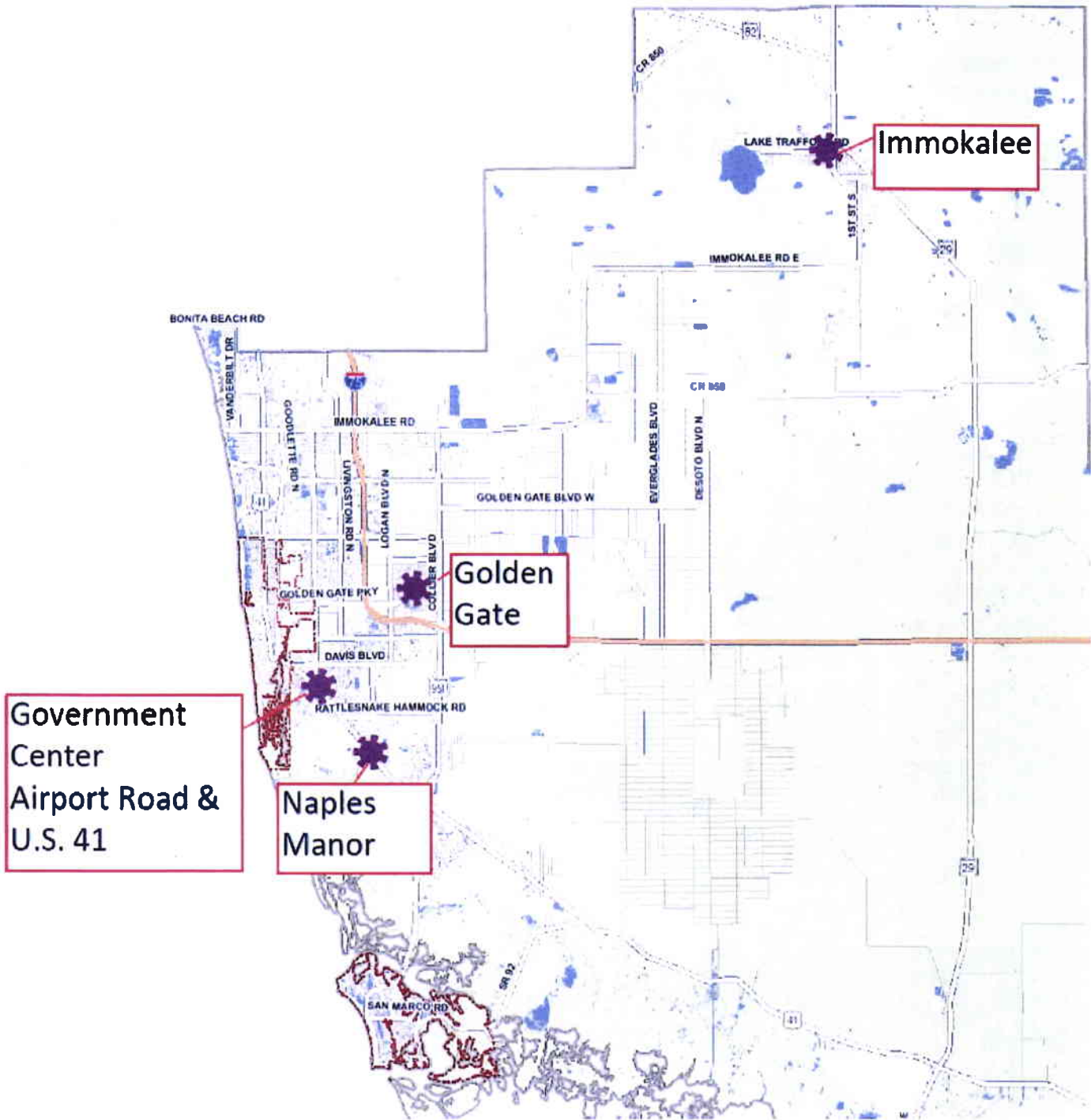
Survey Results

A total of 478 surveys were collected. The Florida Bureau of Economic and Business Research estimates the 2012 population for all of Collier County is 329,849. This sample group is a fraction of one percent of the total population, so should not be considered statistically representative for the County population, however it provides a view into the pedestrian and bicyclist experience from the different perspectives of those 478 people who participated online, at events, and in public facilities around the County. Participation is summarized in the following table:

Participation Method	Number of Partic-ipants	Percent of Total
Online	362	75.7%
Public facilities	20	4.2%
Immokalee event	63	13.2%
Golden Gate event	26	5.4%
Government Center (CAT Station) intercepts	6	1.3%
Naples Manor intercepts	1	0.2%
Total	478	100%

Table 2: Survey participation Results

Nine percent of the surveys were returned or taken online in Spanish. For comparison to County conditions, the America Community Survey (2009-2011) available through the U.S. Census, which indicates 16.6% of the Collier County population of age 5 years or older speak English less than "very well."

The survey results reveal the following findings of those who participated:

47% of participants indicated they had been in a collision or were forced from their path while bicycling or walking in the past 5 years.

Of those who indicated they experienced collisions or were forced from their path, 74% indicated it was while biking and 26% were walking.

The most common factor contributing to the incident was reported as a motorist, indicated by 74% of those who experienced an incident while biking or walking. The second most common factor contributing to the incident was a bicyclist, indicated by 17% of those who experienced incidents while bicycling or walking.

Of those who responded about their collision or being forced from their path, 86% indicated the incident was not reported to police.

62% of participants responded that they feel threatened for personal safety during walking or bicycling trips.

The greatest cause for feeling threatened was due to motorists, indicated by 85% of those who responded as feeling threatened while walking or bicycling.
For full survey results, see Appendix B.

Chapter 4 - Safety Project Evaluation Form and the development of the supporting crash maps

Funding for pathways projects is typically limited. Safety has been identified as an important evaluation criteria in identifying projects for this funding. The *Collier Pedestrian and Bicycle Safety Project Evaluation Form*, included on page 20, and the supporting maps, were developed to help them identify projects.

The *Project Evaluation Form* includes specific criteria by which the Pathways Advisory Committee and MPO can evaluate projects from a safety perspective. There are two primary evaluation criteria: location of safety issues and the evaluation of the proposed project's effect on the safety issues of the location or corridor.

To assist with the identification of the locations of high crash areas a methodology was developed. This methodology identifies both crash specific 'hot spots' and longer corridors. Maps were created to visually represent the results of the methodology. These maps, depicting clusters and crash corridors are included on pages 21 and 24. As a supplement, the corridors are included in a list on pages 22 and 23.

The steps to identify the high crash clusters and corridors for use with the *Safety Project Evaluation Form* are described below. Additional technical information on the methodology is include in Appendix A.

1. Develop crash clusters by identifying a 'buffer' distance around each crash point that will allow for the data to group into clusters.

2. Categorize into volume levels: low volume (3 or less crashes), medium volume (4-10 crashes) and high volume (more than 10 crashes). Low volume crashes were excluded from further analysis, resulting in the identification of 40 crash clusters.

Figure 9: An example of crash clusters and crash corridors

3. Sort clusters by severity. Of the remaining 40 clusters, the total number of fatal and incapacitating crashes was calculated for each cluster. This total was also calculated as a percent of total crashes for each cluster. Severity was categorized as Severe (>25% Severe), Moderately Severe (1-25% Severe) and Not Severe (0%).

4. Identify Crash Corridors.
Crash corridors identify a larger road network than the crash clusters. Crash corridors have a crash density higher than the major roads but lower than the crash clusters.

Evaluation of pathways projects using the Evaluation Form and the Maps

The maps developed as part of the analysis are to be used in conjunction with the *Collier Pedestrian and Bicycle Safety Project Evaluation Form*. By applying the above criteria, it is possible to illustrate areas in Collier County where, for a variety of reasons, significant numbers of pedestrian and bicycle crashes have occurred. The maps are supplemented by a ranked list of locations. Potentially, using the form and the maps, the highest number of points or priority would be given to the projects that fall within a high crash cluster or corridor.

Evaluation of pathways projects using the Evaluation Form and the Maps

Pedestrian and Bicycle Safety Project Evaluation Safety Form

Safety was ranked as the number one project evaluation criteria by the PAC in the *Comprehensive Pathways Plan*. The purpose of this matrix is to assist the Pathways Committee with evaluating projects from a safety perspective. A maximum of 10 points may be assigned for questions 1 and 2. Questions 3 – 5 are additional criteria that help further clarify the impacts of the presented project.

Safety Evaluation Criteria		
Goal	To improve safety by designing/retrofitting roadways to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate.	
Primary Criteria – Each worth up to 5 points		Points
1	Extent of Bicycle/Pedestrian Safety Issues: • 5 Points: The project is within a designated high-crash corridor/area. (See CRASH CLUSTERS & CRASH CORRIDORS Map) • 3 Points: The project is along an arterial roadway or multilane collector street. (See ROADWAY TYPE Map) • 1 point: The project is along a 2-lane collector or local street. (See ROADWAY TYPE Map)	
	Describe safety issues in the project area (attach map/drawing if available)	
2	Extent to which the project mitigates safety issues: • 5 points: The project specifically mitigates a documented crash issue. • 3 Points: The project implements best practices related to countywide bicycle/pedestrian crash patterns. • 1 Point: The project provides for general improvements to bicycle/pedestrian mobility.	
	Describe how the project mitigates safety issues (attach safety study if available)	
Additional considerations - these factors are each worth 1 point		
3	Location identified in previous study or safety audit? (please name study)	
4	Does project connect to or complete an existing bicycle or pedestrian facilities?	
5	Project can be implemented as part of a larger capital project	
TOTAL POINTS		
Project location details	Site inspection (identify presence or absence of sidewalks, crosswalks, etc. or bicycle facilities, traffic speed/volume, bicyclists or pedestrians observed) – include photographs or aerial	

Collier County MPO
Pedestrian and Bicycle Safety Study
CRASH CLUSTERS & CRASH CORRIDORS

Location Map

Collier County Crashes

Legend

Bike/Ped Crashes
- Non Fatal/Incap Crashes
- ★ Fatal
- ☆ Incapacitating

Crash Clusters by Volume, Severity
- High, Severe
- High, Moderately Severe
- High, Not Severe
- Medium, Severe
- Medium, Moderately Severe
- Medium, Not Severe
- 3 crashes in cluster
- 2 crashes in cluster
- 1 crash in cluster

Crash Corridors
- Crash Corridors

BLUEBILL AVE
Area H
9 Crashes
0% Severe
Area L
7 Crashes
0% Severe
Area KK
4 Crashes
25% Severe
IMMOKALEE RD

Area D
13 Crashes
8% Severe

Area F
12 Crashes
33% Severe

Area JJ
6 Crashes
0% Severe
VANDERBILT BEACH RD

VANDERBILT DR
AIRPORT PULLING RD N
LIVINGSTON RD N
LOGAN BLVD N
COLLIER BLVD

TAMIAMI TRL N
GOODLETTE RD N

SEAGATE DR
Area II
4 Crashes
25% Severe
Area G
11 Crashes
0% Severe
PINE RIDGE RD
PINE RIDGE RD EXT

Area K
8 Crashes
13% Severe

GREEN BLVD
Area X
5 Crashes
20% Severe
Area HH
4 Crashes
75% Severe

Area W
5 Crashes
0% Severe

Marco Island

Area Q
6 Crashes
17% Severe
Area FF
4 Crashes
25% Severe
Area J
8 Crashes
13% Severe
Area GG
4 Crashes
50% Severe

N COLLIER BLVD
S COLLIER BLVD
N BALD EAGLE DR

GOLDEN GATE PKWY
LIVINGSTON RD S

Area EE
4 Crashes
0% Severe

Area V
5 Crashes
20% Severe
Area DD
4 Crashes
0% Severe
Area U
5 Crashes
0% Severe

Scale 1:50,000

Area P
6 Crashes
17% Severe
RADIO RD
SANTA BARBARA BLVD

Area O
4 Crashes
0% Severe
Area I
8 Crashes
0% Severe
Area T
5 Crashes
20% Severe

Immokalee Crashes

Area E
12 Crashes
0% Severe
Area N
6 Crashes
17% Severe
DAVIS BLVD

Area C
20 Crashes
30% Severe

Area NN
4 Crashes
25% Severe
NEW MARKET RD W

Area CC
4 Crashes
25% Severe
Area A
53 Crashes
17% Severe

LAKE TRAFFORD RD
Area S
4 Crashes
0% Severe

Area BB
4 Crashes
25% Severe

Area R
6 Crashes
67% Severe
Area MM
4 Crashes
75% Severe

Area M
6 Crashes
33% Severe
COUNTY BARN RD
RATTLESNAKE HAMMOCK RD

Area Y
5 Crashes
20% Severe
Area LL
4 Crashes
25% Severe

Area AA
4 Crashes
0% Severe

MAIN ST W   MAIN ST E

Area B
36 Crashes
26% Severe
1ST ST

Area Z
4 Crashes
0% Severe

N

0 0.2 0.4   0.8 Miles

Scale 1:50,000

N

0   0.5   1   2   3 Miles

Scale 1:80,000 when printed at 11"x17"

US 41

Map C

Date: January 2014

COLLIER
Metropolitan Planning Organization

Appendix A: Crash Clusters by Severity and Volume

Cluster ID	City	Street	From	To	Volume	Severity	Count	% Severe Crashes
B	Immokalee	West Main Street	South 9th Street	S 1st Street	High	Severe	34	26
C	E Naples	Airport Pulling Rd	Great Blue Dr	Estey Ave	High	Severe	20	30
F	N Naples	Tamiami Trail N	Vanderbilt Beach Rd	97th Ave N	High	Severe	12	33
A	E Naples	Tamiami Trail E	Commercial Drive	Seminole Ave	High	Moderate	53	17
D	N Naples	Tamiami Trail N	98th Ave N	107th Ave N	High	Moderate	13	8
E	Naples	5th Ave South/Tamiami Trail	6th Ave S	Goodlette-Frank Rd S	High	Not Severe	12	0
G	Naples	Airport Pulling Rd	Cougar Dr	1400 ft South of Pine Ridge Rd	High	Not Severe	11	0
M	E Naples	Outer Drive	Tamiami Trail E	Normandy Drive	Medium	Severe	6	33
R	Immokalee	Lake Trafford Rd	Krystal Lane	Marjorie St	Medium	Severe	6	67
GG	Golden Gate City	Golden Gate Pkwy	42nd Terr SW	41st St SW	Medium	Severe	4	50
HH	Golden Gate Estates	Collier Blvd	17th Ave SW	500 ft South of 18th Ave SW	Medium	Severe	4	75
MM	Immokalee	Jefferson Ave W	Glades St	Flagler St	Medium	Severe	4	75
J	Golden Gate City	Golden Gate Pkwy	Sunshine Blvd	400 ft West of 45th St SW	Medium	Moderate	8	13
K	Naples	Tamiami Trail N	Cypress Woods Dr	Shady West Lane	Medium	Moderate	8	13
N	E Naples	Airport Pulling Rd	Estey Ave	Poinsettia Ave	Medium	Moderate	6	17
P	Naples	Goodlette-Frank Rd N	5th Ave N	4th Ave N	Medium	Moderate	6	17
Q	Naples	Tamiami Trail N	28th Ave N	Ridge St	Medium	Moderate	6	17
T	E Naples	Radio Rd	Sherbrook Dr	Cape Sable Dr	Medium	Moderate	5	20
V	Naples	Tamiami Trail N	14th Ave N	10th Ave N	Medium	Moderate	5	20
X	Golden Gate City	Sunset Rd	Sunshine Blvd	46th Terr SW	Medium	Moderate	5	20
Y	Immokalee	N 15th Street	Immokalee Dr	8th Ave	Medium	Moderate	5	20
BB	E Naples	Bayshore Dr	Lakeview Dr	Shoreview Dr	Medium	Moderate	4	25
CC	Naples	3rd St S	14th Ave S	11th Ave S	Medium	Moderate	4	25
FF	Golden Gate City	Santa Barbara Blvd	Copper Leaf Ln	Coronado Pkwy	Medium	Moderate	4	25

Cluster ID	City	Street	From	To	Volume	Severity	Count	% Severe Crashes
II	Collier County	Pine Ridge Rd	Shirley St	Forest Lakes Blvd	Medium	Moderate	4	25
KK	N. Naples	Immokalee Rd	Livingston Rd	Sandra Bay Dr	Medium	Moderate	4	25
LL	Immokalee	Charlotte St	Madison Ave W	N 1st Street	Medium	Moderate	4	25
NN	Immokalee	Eden Ave	Pear St	Carson Rd	Medium	Moderate	4	25
H	N. Naples	Tamiami Trail	108th Ave N	Immokalee Rd	Medium	Not Severe	9	0
I	E Naples	Airport Pulling Rd	Poinsettia Ave	Westview Dr	Medium	Not Severe	8	0
L	N. Naples	Immokalee Rd	Aston Dr	Regent Cir	Medium	Not Severe	7	0
O	Naples	Tamiami Trail	Central Ave	4th Ave N	Medium	Not Severe	6	0
S	Immokalee	Lake Trafford Rd	Pine St	Orchid Ave	Medium	Not Severe	6	0
U	E Naples	Radio Rd	Tina Lane	St Clair Shores Rd	Medium	Not Severe	5	0
W	Golden Gate City	45th St SW	Golden Gate Pkwy	23rd Ave SW	Medium	Not Severe	5	0
Z	E Naples	Tamiami Trail	Saint Andrews Blvd	400 ft North of Saint Andrews	Medium	Not Severe	4	0
AA	E Naples	Tamiami Trail	Rattlesnake Hammock Rd	Thomasson Dr	Medium	Not Severe	4	0
DD	Naples	Airport Pulling Rd	Domestic Ave	Enterprise Ave	Medium	Not Severe	4	0
EE	Naples	Airport Pulling Rd	N Horseshoe Dr	Longboat Dr	Medium	Not Severe	4	0
JJ	N. Naples	Airport Pulling Rd	Vanderbilt Beach Rd	Vanderbilt Beach Rd	Medium	Not Severe	4	0
							327	

Volume = Number of crashes

High Volume = 10+ crashes in cluster

Medium Volume = 4-9 crashes in cluster

*Low Volume = 3 or less crashes in cluster
*323 low volume clusters not listed

Severity = Fatal + Incapacitating crashes

Severe = 26-100% severe

Moderately Severe = 1-25% severe

Not Severe = 0% severe

Collier County MPO
Pedestrian and Bicycle Safety Study
ROADWAY TYPE

Collier County MPO Pedestrian and Bicycle Safety Study — Roadway Type map showing Western Collier County, Marco Island, and Immokalee insets. Date: January 2014.
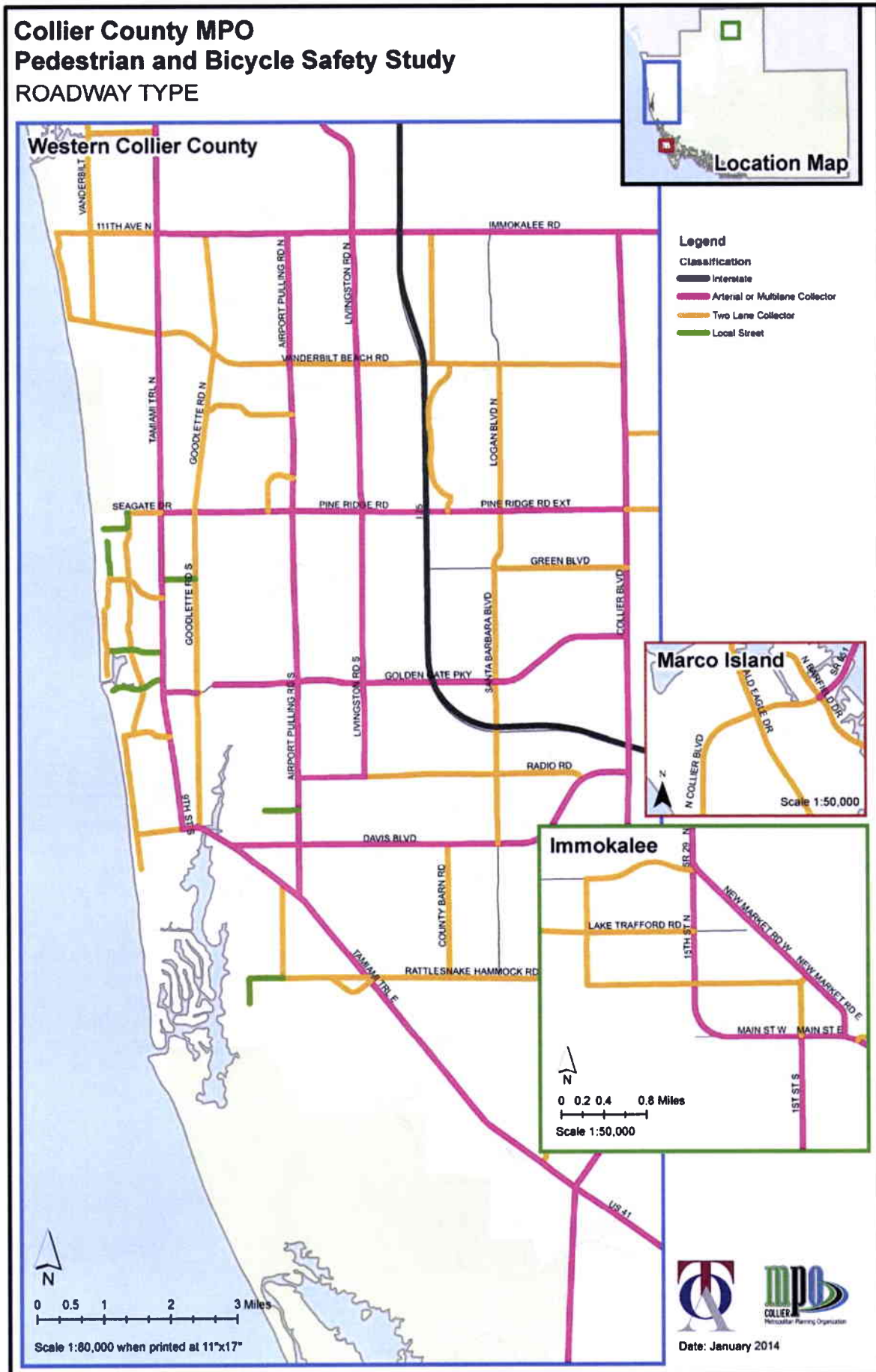
Chapter 5 - Conclusions

Collier MPO has a long history of incorporating pedestrian and bicycle safety into its transportation decisions. Collier County has experienced tremendous growth over the past thirty years and with so much growth, has developed a roadway system designed to move automobiles longer distances at relatively high speeds. In areas where this roadway network is shared by road users who depend on walking and/or bicycling to meet their basic mobility needs, the propensity for crashes and tragedy increases. This project provides an in-depth, county-wide analysis of the County's bike and pedestrian crash history, takes an innovative approach to understanding the unreported crash problem, and offers evaluation tools to help prioritize future multimodal mobility projects. Summary conclusions related to each of these facets of the project are provided below:

Figure 14: Bicycling can make that first and last mile more convenient

Crash Data Analysis

The charts in Chapter 1 show the results of the analysis of various aspects of data provided by crash reports completed by law enforcement. The most basic conclusion of these is that while Collier County has fewer pedestrian crashes per-capita than many other Florida counties, it is still has more pedestrian fatalities per capita than occur nationally. Collier County also has more bicycle crashes per capita than average for Florida and more bicycle fatalities per capita than the nation. Other conclusions related to pedestrian and bicycle crashes include the following:

- Pedestrian and bicycle crashes tend to occur with greater frequency during the winter months consistent with the County's overall seasonal variation in population and traffic.
- Proportionally more pedestrian and bicycle crashes occur during the day compared with other parts of the State. Enhanced roadway lighting is a "go-to" countermeasure for bicycle and pedestrian crashes in most areas, but may not be as effective in Collier County.
- Crashes appear to be evenly spread out across age brackets; however, male bicyclists and pedestrians are much more likely than females to be involved in a crash. Educating adult pedestrians and cyclists about safer practices is more challenging than educating children and will require a combination of mass media, new media, and grass-roots educational efforts along with targeted enforcement activity in high-crash areas.
- More than 85 percent of the pedestrian and bicycle crashes occur in the more urban coastal parts of the County and in the town of Immokalee. This can help to focus engineering, enforcement, and education initiatives.
- In addition to being concentrated in built-up, urban areas, crashes are also concentrated along the County's major roadway network. This is common throughout Florida and provides both opportunity and challenge. The opportunity arises from the fact that a relatively large number of crashes can be addressed by developing countermeasures for a relatively small component of the County's overall roadway system. The challenge is that the function and purpose of these roadways to carry high volume

of traffic at relatively high speeds limits the set of design tools that can reasonably be brought to bear on the issue.

Unreported Crashes and Near Misses—Crash Survey

It has been found that a significant number of pedestrian and bicycle crashes are not reported to law enforcement. This is common in events where injuries that require emergency medical services are not sustained and damage to property does not warrant the motor vehicle driver's insurance to be invoked. Under-reporting can also occur in the event of un-documented aliens seeking to avoid contact with authorities.

To better understand the circumstances of these unreported crashes, this project included the development and administration of a survey that was administered on-line, in-person, and using a mail-back form. The survey was published in English and Spanish and was promoted using advertisements on CAT buses. While the 478 survey participants did not allow for the survey findings to be statistically significant, the following themes nonetheless were apparent:

Figure 15: Gathering survey feedback in Golden Gate City

- A majority of pedestrians and bicyclists felt threatened by motorists, debris, or facility over-crowding.
- Almost half of the respondents had been in a collision or had been forced from their path, and most of them had not reported the incident to law enforcement.
- The reasons for not reporting the incident varied and included reasons ranging from a lack of injury to a preference not to include law enforcement feeling that the incident would not be relevant to law enforcement.

Future opportunities for this type of activity include expanding the audience by identifying additional local events and gathering additional on-line feedback. A larger sample size might allow for the identification of locations that could be 'spot-treated' in response to a particular challenge, or common themes to direct future education campaigns for motorists, bicyclists, pedestrians or law enforcement personnel.

Project Safety Evaluation Form and High Crash Cluster and Corridor Analysis

The final task of this project was to develop guidance for the evaluation of bicycle and pedestrian facility projects from a safety perspective. Safety is one of the goals identified in the MPO's adopted *Comprehensive Pathways Plan*. The Safety Evaluation Form and maps developed for this project are tools that can be used by the PAC, the MPO and help MPO jurisdictions in the development of future projects to help target the most unsafe, highest crash locations in the County. The recommended methodology relies on crash severity and frequency to identify areas that have consistently been challenging for walkers and bicyclists. Consistent with the goals of the *Comprehensive Pathways Plan,* if other (non-safety) criteria are equal, projects that are located within these identified high-crash areas and include elements that are likely to address the subject-

areas' crash issues should be prioritized above projects that do not address known safety issues.

Potential Next Steps

The tasks incorporated in this study have resulted in both a better understanding of the county-wide crash trends and in the identification of opportunities for additional study and investment. Work is currently being done in Immokalee based on past Roadway Safety Audits and with future Walkability Studies planned. The MPO will continue to fund projects that make the county safer for walking and bicycling. In addition to these ongoing/planned activities potential next steps include:

- Development of a *Pedestrian/Bicycle Safety Action Plan* that identifies and develops consensus for engineering, educational, and enforcement strategies to further reduce pedestrian and bicycle crashes
- Application of FHWA's pedestrian and bicycle safety audit methodologies to high crash segments/areas in order to identify specific actionable engineering countermeasures
- Support the continuing education for law enforcement personnel to encourage enforcement of egregious bicycle and pedestrian safety issues (e.g. riding against traffic with no head light, crossing against a traffic signal or crossing mid-block in a manner that impedes traffic, or failure to yield to pedestrians or cyclists as required for motor vehicle drivers).
- Encourage the continuing education for engineering personnel related to modern best design practices for bicycle and pedestrian safety.

Appendix A: Crash Cluster and Corridor Identification – a technical methodology for locating high crash areas

Crash Cluster and Corridor Identification – a technical methodology for locating high crash areas

Crashes were analyzed using GIS to organize them into a prioritized list of concentrated crash areas. Generally speaking, the Consultant developed an approach to represent individual crash data point locations as clusters to better visually represent the data. The approach solved the data integrity problem that can occur when many points located at the same intersection are on top of each other and look like one data point.

The steps to identify the high crash corridors for use with the Safety Project Evaluation form are as follows.

> 1. Develop crash clusters.
>
> 2. Categorize into volume levels.
>
> 3. Sort clusters by severity.
>
> 4. Identify Crash Corridors.

Detailed Methodology

Crash data was compiled into a GIS data structure called a shapefile. Crashes were located within the shapefile by the cross streets identified in the police report. Of the 1067 crashes involving bicycle and pedestrians from 2008-2012, 249 were unable to be mapped and 49 were located in parking lots. This left 771 crashes (72% of all reported crashes) to be analyzed with GIS in this report.

In GIS, each data point was buffered by a specific distance to identify clusters of high crash areas. This distance was set at 350 feet, which comfortably accommodates the functional size of a major intersection. This distance identified 363 clusters containing 1 to 55 crashes.

The number of crashes per cluster were identified and labeled. Since the 771 points were only generalized down to 363 clusters, additional clusters that didn't contain many crashes were excluded in order to focus on the higher volume crash clusters. Crash clusters were categorized into low volume (3 or less crashes), medium volume (4-10 crashes) and high volume (more than 10 crashes). Low volume crashes were excluded from further analysis, identifying 40 crash clusters.

Of the remaining 40 clusters, the total number of fatal and incapacitating crashes were calculated for each cluster and added to the attribute data. This total was also calculated as a percent of total crashes for each cluster. Severity was categorized as Severe (>25% Severe), Moderately Severe (1-25% Severe) and Not Severe (0%). This data was added to the attribute table.

In order to identify the locations with the greatest safety concerns, both the volume and severity of crashes were examined. A high volume of crashes can be an indicator of a problem with a particular area.

Frequently, the difference between a fatal injury and a survivable injury is situation specific; vehicle speed, driver reaction time, and timing all affect the severity of a crash. For this reason, clusters were ranked primarily by volume and then by severity to create the following six clusters: (1) High Volume, Severe; (2) High Volume, Moderately Severe; (3) High Volume, Not Severe; (4) Medium Volume, Severe; (5) Medium Volume, Moderately severe; (6) Medium Volume, Not Severe. Crash areas were color coded based on the six schemes above and labeled with a unique identifier (A, B, C, etc.), the number of crashes and % severe.

To summarize the data, the total number of crashes within all crash clusters was calculated and expressed as a percent of total crashes. The total length of the road network within the crash clusters was calculated and expressed as a percent of the major road network. *In Collier County, the crash clusters comprise 15.2 miles (3.2%) of the major road network. There are 327 crashes (42%) within the crash cluster road network. Crash clusters have an overall density of 21.5 crashes/mile (or 1 crash per 0.0465 miles, or 1 crash per 245 feet).*

Identifying Crash Corridors

While the cluster analysis identified numerous 'hot spots' throughout the county, crash corridors were also identified. Crash corridors have a crash density higher than the major roads but lower than the crash clusters. Crash clusters were found to have a crash density of 21.5 crashes per mile. The average crash density on major roads is 1.2 crashes per mile. In order to identify the crash corridors, the crash clusters identified above were overlaid with the major road network and crash point data.

Large road sections (generally between major intersections) were added to connect spatially close clusters or numerous crashes between major roads that aren't close enough to create clusters. Road segments were deleted if their added segmentation length fell below a target of 10 crashes per mile (midpoint between the cluster density and the main road network density). The resulting network was called crash corridors.
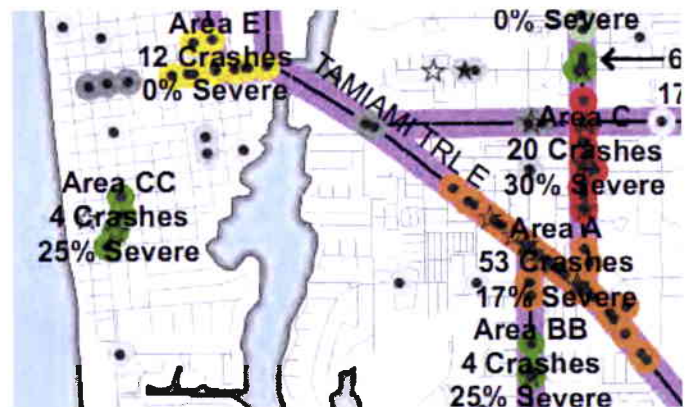
Figure 16: An example of the crash clusters and corridors

The total number of crashes within 350 feet of the crash corridor network was selected and expressed as a percent of total crashes. The total fatalities and incapacitating injuries in the crash corridors was also calculated. *The total length of crash corridor network was calculated and expressed as a percent of major roads network (63.1 miles, 13.5% of major roads). There were 442 crashes (57%) within the crash corridor network. Crash corridors have an overall density of 7.0 crashes/mile (or 1 crash per 0.1423 miles, or 1 crash per 754 feet).*

Appendix B: Survey Questions

English Questions
Spanish Questions

**PEDESTRIAN AND BICYCLIST
SAFETY SURVEY**

**Collier MPO
Pedestrian and Bicycle
Safety Study**

IF YOU WALK, JOG RUN, OR BICYCLE IN COLLIER COUNTY - THIS SURVEY IS FOR YOU.

The Collier MPO would like to get a better understanding of your safety-related experiences.

1 In the past 5 years, have you been in a collision or been forced from your path while walking or bicycling?

☐ yes ➔ Were you: ☐ bicycling If "yes," go to
or **Question 2**
☐ no ☐ walking ➔

If "no," go to **Question 6** below

2 Where did the incident occur?

_____ Street Name

_____ Nearest Intersection

☐ n/a

3 What cause(s) contributed to being struck or forced from your path? (check all that apply)

☐ motorist ☐ dog / other animal ☐ pedestrian ☐ n/a

☐ bicyclist ☐ object such as sign or tree ☐ self ☐ other _____

4 Was the incident reported to police?

☐ yes ☐ no ☐ n/a

5 If not reported, why was it not reported? (check all that apply)

☐ location (private property) ☐ injury caused by friend or family member ☐ prefer not to involve police ☐ other _____

☐ n/a

6 Do you walk or bicycle mostly on:

☐ sidewalk ☐ shoulder of paved road ☐ multipurpose bicycle/walking path

☐ bicycle lane (on street) ☐ paved road (no shoulder) ☐ other _____

7 How often do/did you walk or bicycle on average?

☐ often (2 -7 days per week) ☐ sometimes (1 - 4 days per month) ☐ rarely (1 - 11 days per year)

8 What is your main reason(s) for walking or bicycling? (check all that apply)

☐ work or school ☐ errands (such as store or post office) ☐ exercise

☐ pleasure ☐ reach bus stop ☐ other _____

9 If you choose **not** to walk or ride your bike, what are the main reasons? (check all that apply)

☐ do not feel safe ☐ sidewalk or bicycle lane is too crowded ☐ facilities in disrepair - Location? _____

☐ weather/climate conditions ☐ insufficient time to reach my destination ☐ lack of facilities - Location? _____

☐ n/a ☐ other _____

10 Do you feel threatened for your personal safety during your walking or bicycling trip?

☐ yes ☐ no

11 If yes, do you feel threatened due to: (check all that apply)

☐ motorists ☐ dogs / other animals ☐ uneven travel surface ☐ other _____

☐ potential for crime ☐ too much pedestrian or bicycle traffic ☐ n/a

12 If motorists caused the feeling of being threatened, was it due to: (check all that apply)

☐ motorist cut me off ☐ motorist drove very close to me ☐ motorist honked at me ☐ motorist almost hit me / near miss

☐ motorists driving too fast ☐ motorist entered intersection without looking ☐ just the presence of motorists was threatening ☐ n/a

13 What changes would you like to see in your community? (check all that apply)

☐ more crosswalks ☐ more sidewalks ☐ more bicycle lanes ☐ more pedestrian or bicyclist signage

☐ more lights on streets ☐ more multipurpose bicycle/walking paths ☐ wider sidewalks ☐ don't allow bicycles on sidewalks

☐ more lights on paths/ trails ☐ other _____

(Optional)
Name: _____

Email: _____

If you would like more information, please contact: Collier MPO (239) 252-5715

Email: colliermpo@colliergov.net

Website: www.colliermpo.org

Collier MPO Estudio de Seguridad de
Peotonal y Bicicletas

**ENCUESTA DE
SEGURIDAD PEATONAL Y BICICLETAS**

SI CAMINAS O ANDAS EN BICICLETA EN COLLIER COUNTY, ESTE ESTUDIO ES PARA USTED!

El Collier MPO busca sus opiniones para tener mejor entendimiento de experiencias relacionadas con su seguridad cuando caminando y andando en bicicleta.

1 En los ultimos 5 años, has tenido alguna colisión o una situación en la que has tenido que abandonar su camino cuando caminando o andando en bicicleta?

☐ Si ➡ ☐ En Bicicleta o o ☐ Caminando — En caso afirmativo Ir a Pregunta 2 ➡

☐ No

En caso negativo ve a **Pregunta 6 abajo**

2 Donde ocurrió el incidente?

_____ Nombre de calle

_____ Intersección mas cercana

☐ n/a

3 Cuáles fueron los motivos del accidente o las causas para abandonar su camino? (marque todas las que correspondan)

☐ automobilista   ☐ perro / otro animal   ☐ peatón   ☐ n/a

☐ ciclista   ☐ objetos como un árbol o una señal   ☐ yo mismo   ☐ otro _____

4 Fueron los incidentes reportados con la policía?

☐ sí   ☐ no

5 Si _no_ fueron reportados, cuáles fueron las razones por las que los incidentes no fueron reportados con la policía? (marque todas las que correspondan)

☐ locación (propiedad privada)   ☐ lesión cuasada por amigo o miembro de la familia   ☐ preferir no involucrar a la policía   ☐ otro _____

☐ n/a

6 Generalmente, en donde caminas o manejas la bicicleta? (marque todas las que correspondan)

☐ acera   ☐ hombro pavimentado de la carretera   ☐ ruta de multiuso para caminar y bicicleta

☐ carril bici/ ciclo vía (en la carretera)   ☐ carretera pavimentada (sin hombro)   ☐ otro _____

7 Cada cuantó caminas o manejas la bicicleta?

☐ amenudo (2 -7 días por semana)   ☐ aveces (1 - 4 días por mes)   ☐ casi nunca (1 - 11 días for año)

8 Cuál es su razón principal para caminar o manejar la bicicleta? (marque todas las que correspondan)

☐ trabajo o escuela   ☐ mandados (tienda, correo)   ☐ ejercicio

☐ placer   ☐ llegar a la parada de buses   ☐ otro _____

9 Cuáles son las razones principales por las que _no_ quieres caminar o manejar la bicicleta? (marque todas las que correspondan)

☐ no me siento seguro   ☐ las aceras o carril bici/ ciclo vía esta muy llenas de gente   ☐ Los installaciones estan en mal estado - Locación? _____

☐ condiciones climáticas   ☐ caminando toma demasiado para llegar a mi destino a tiempo   ☐ La falta de installaciones - Locación? _____

☐ n/a   ☐ otro _____

10 Cuando caminas o manejas la bicicleta, te sientes amenazado o temor por tu seguridad personal?

☐ sí   ☐ no

11 Si resulta así, te sentiste amenazado debido a: (marque todas las que correspondan)

☐ automobilista   ☐ perro/ otros animales   ☐ camino desnivelado   ☐ otro _____

☐ riesgo de un crimen   ☐ exceso de traffico de bicletas y peatones   ☐ n/a

12 Si un automobilista fue la razón por sentirse amenazado, fue debido a: (marque todas las que correspondan)

☐ me cortó   ☐ manejó demasiado cerca de mí   ☐ casi me pegó   ☐ me tocó la bocina / me pitó

☐ automobilista manejando demasiado rápido   ☐ automobilista entró en la intersección sin ver   ☐ simplemente la presencia de automobilistas   ☐ n/a

13 Cuáles cambios te gustaría ver en la comunidad? (marque todas las que correspondan)

☐ más pasos de peatones   ☐ más aceras   ☐ más carril bici/ ciclo vía   ☐ más señales para peatones o bicicletas

☐ más luces en la carretera   ☐ más caminos/rutas de multiuso para caminar y bicicleta   ☐ aceras más anchas   ☐ no permitir bicicletas en las aceras

☐ más luces en caminos/rutas   ☐ otro _____

(Opcional)
Nombre: _____

Email: _____

Para más información:
Collier MPO   (239) 252-5715
Email: colliermpo@colliergov.net
Website: www.colliermpo.org

October 2013

Appendix C: Survey Results

Collier MPO Pedestrian and Bicycle Safety Study

In the past 5 years, have you been in a collision or been forced from your path while biking or walking?

Answer Options	Response Percent	Response Count
Yes	55.8%	24
No	44.2%	19
answered question		43
skipped question		0

In the past 5 years, have you been in a collision or been forced from your path while biking or walking?

Legend: ■ Yes ■ No
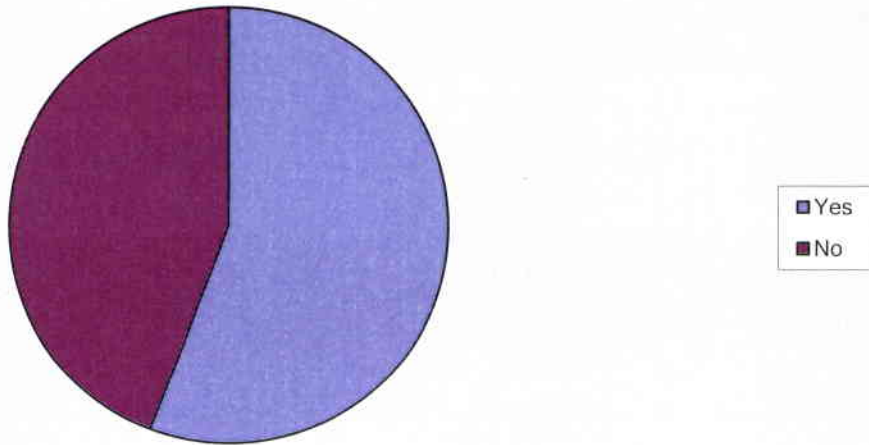
Collier MPO Pedestrian and Bicycle Safety Study

Were you:

Answer Options	Response Percent	Response Count
Bicycling	91.3%	21
Walking	8.7%	2
	answered question	23
	skipped question	20

Were you:

Collier MPO Pedestrian and Bicycle Safety Study

Where did the incident occur? Please include the street name and the nearest intersection.

Answer Options	Response Count
	23
answered question	23
skipped question	20

Number	Response Date	Response Text	Categories
1	Oct 25, 2013 7:17 PM	Horseshoe Drive near Airport Pulling Road.	
2	Oct 25, 2013 7:00 PM	Main St./SD 29 and 9th St. Immokalee	
3	Oct 25, 2013 6:10 PM	Gulfshore Drive, City of Naples.	
4	Oct 25, 2013 5:36 PM	radio	
5	Oct 25, 2013 12:01 PM	Radio Road & Santa Barbara Blvd	
6	Oct 25, 2013 11:58 AM	Livingstone Road and Bonita Beach Road	
7	Oct 25, 2013 11:34 AM	Ave Maria Boulevard	
8	Oct 24, 2013 10:50 PM	Heathwood & Winterberry	
9	Oct 24, 2013 9:49 PM	Gulf Shore Blvd south at Cutlass lane, City of Naples	
10	Oct 24, 2013 9:00 PM	2 times, entrance to south beach at Collier Blvd, and asphalt path at entrance to Goodland near San Marco Rd.	
11	Oct 24, 2013 8:53 PM	bonita springs, old us 41 and bonita beach road. also livingston and carlton lake dr. also vanderbilt and us41	
12	Oct 24, 2013 8:48 PM	Corner of Collier and Bald Eagle: I was biking across Collier to the south with the light when I was knocked off my bike by a motorist turning right onto southbound Bald Eagle. Driver did not stop before turning right on the red light.	
13	Oct 24, 2013 8:47 PM	airport imokalee	
14	Oct 24, 2013 8:41 PM	Corner of Bald Eagle & Collier: knocked off bike by a car turning right onto Bald Eagle from Collier. Car failed to stop before turning right on red. Crosswalk was lit for pedestrians.	
15	Oct 24, 2013 8:10 PM	I have had about 3 instances last winter. 1. riding on the side of the road on collier, a motorist honked his horn, told me to get off the street, and got so close I fell from my bike (this was on a Sunday). 2. stopped at stop sign at corner of Walgreens, I had a green light, but a car turned in front of me and i ran into it. 3. Often while riding on the sidewalk on Collier, people turn into my path as they enter hotels, shopping centers.	
16	Oct 24, 2013 8:03 PM	Several times while riding on the sidewalk along Collier where a car has cut me off while the car is turning.	
17	Oct 24, 2013 7:49 PM	Pine ridge/ interstate	
18	Oct 24, 2013 7:34 PM	On Airport-Pulling Road heading South towards Davis	
19	Oct 24, 2013 6:53 PM	Airport Pulling & Golden Gate	
20	Oct 24, 2013 6:35 PM	Lee County	
21	Oct 24, 2013 6:31 PM	Livingston & Pine Ridge Rd	
22	Oct 24, 2013 6:24 PM	Radio Road @ Livingston Rd	
23	Oct 24, 2013 4:24 PM	Marco Island several locations	

Collier MPO Pedestrian and Bicycle Safety Study

What cause(s) contributed to being struck or forced from your path? (Check all that apply)

Answer Options	Response Percent	Response Count
Motorist	87.0%	20
Dog/other animal	0.0%	0
Pedestrian	0.0%	0
Bicyclist	8.7%	2
Object such as a sign or tree	8.7%	2
Self	0.0%	0
N/A	0.0%	0
Other (please specify)	17.4%	4
	answered question	23
	skipped question	20

Number	Response Date	Other (please specify)	Categories
1	Oct 25, 2013 11:34 AM	high pressure water hose diagonal accross the blvrd	
2	Oct 24, 2013 8:48 PM	The pedestrian walkway was obstructed from clear view by a truck in the adjacent lane.	
3	Oct 24, 2013 8:41 PM	Truck next to right turn lane obscurred sight for vehicle.	
4	Oct 24, 2013 6:31 PM	bottle thrown by motorist	
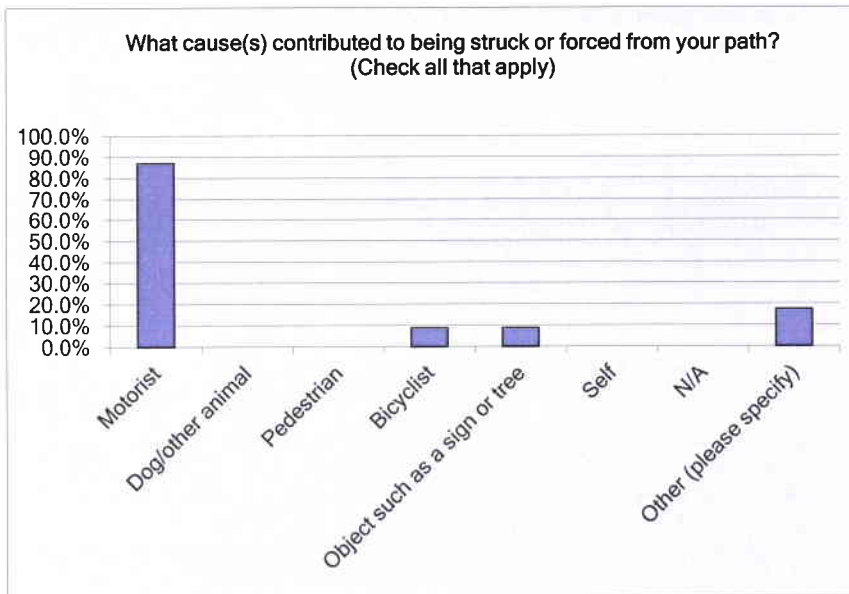
What cause(s) contributed to being struck or forced from your path? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

Was the incident reported to police?

Answer Options	Response Percent	Response Count
Yes	21.7%	5
No	78.3%	18
N/A	0.0%	0
answered question		23
skipped question		20
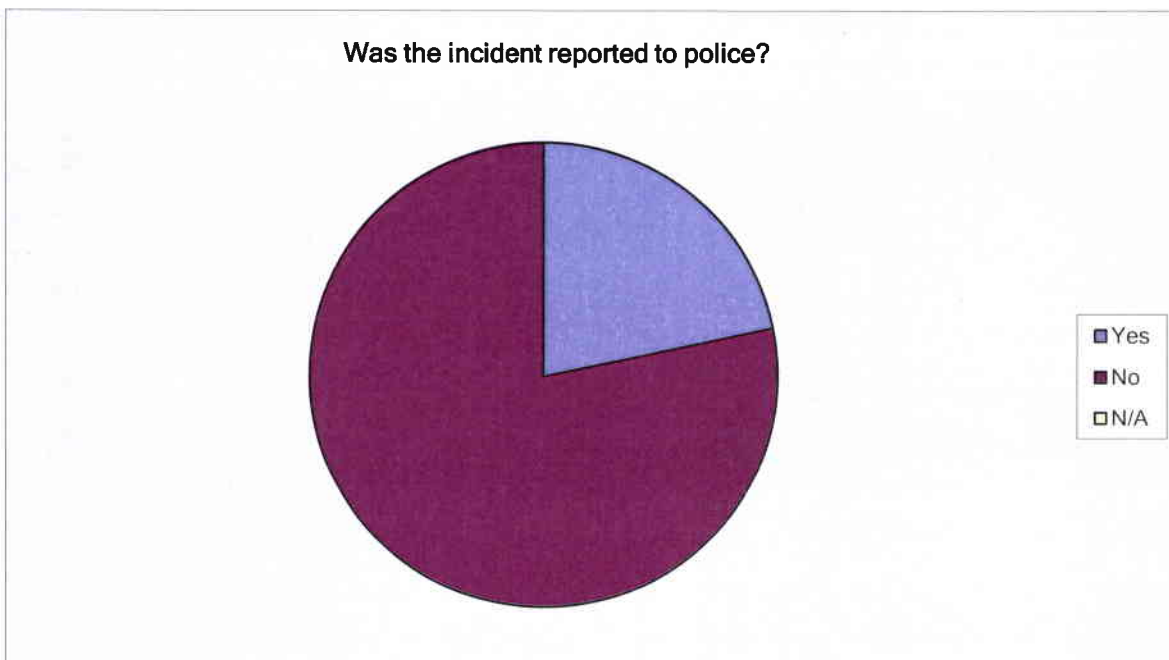
Was the incident reported to police?

Collier MPO Pedestrian and Bicycle Safety Study

If not reported, why was it not reported? (Check all that apply)

Answer Options	Response Percent	Response Count	
Location (private property)	4.3%	1	
Injury caused by friend or family	0.0%	0	
Prefer not to involve police	13.0%	3	
N/A	21.7%	5	
Other (please specify)	69.6%	16	
	answered question		23
	skipped question		20

Number	Response Date	Other (please specify)	Categories
1	Oct 25, 2013 7:17 PM	No serious injury, and motorist never stopped.	
2	Oct 25, 2013 7:00 PM	No injury stopped before car hit me	
3	Oct 25, 2013 6:10 PM	Not a police matter	
4	Oct 25, 2013 11:58 AM	couldn't get license # of car	
5	Oct 24, 2013 9:49 PM	No obvious injury	
6	Oct 24, 2013 9:00 PM	Minor injuries	
7	Oct 24, 2013 8:53 PM	I asked an officer and he told me it would not be a police priority and that although he understood my plight there would not be any action taken against a motorist because, it would my word versus their word despite a bicycle rendered inoperable due to their negligence	
8	Oct 24, 2013 8:48 PM	It was reported by not report was written because there was no serious injury and the motorist paid for the bike repair.	
9	Oct 24, 2013 8:41 PM	Police were called, but there was not report made because there were no serious injuries and car driver paid for bike repair.	
10	Oct 24, 2013 8:10 PM	do they really care???	
11	Oct 24, 2013 8:03 PM	I would have to call the police every week.	
12	Oct 24, 2013 7:49 PM	Motorist not looking both ways and not paying attention to crosswalk signal.	
13	Oct 24, 2013 7:34 PM	Felt bad for a new young driver	
14	Oct 24, 2013 6:53 PM	no injury and did not feel any benefit would be achieved	
15	Oct 24, 2013 6:31 PM	no injury, close call	
16	Oct 24, 2013 6:24 PM	No injury or witness remaining	
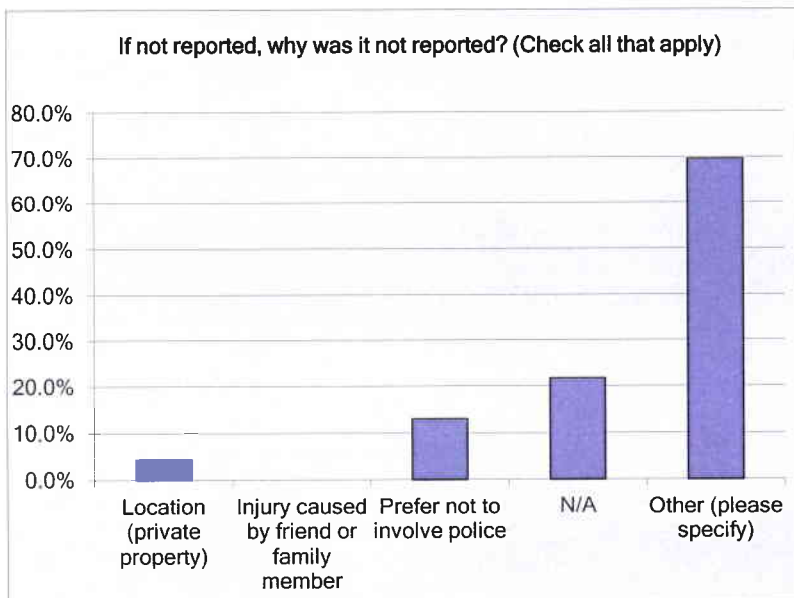
If not reported, why was it not reported? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

Do you walk or bicycle mostly on: (Check all that apply)

Answer Options	Response Percent	Response Count
Sidewalk	64.7%	22
Shoulder of paved road	32.4%	11
Multipurpose bicycle/walking path	44.1%	15
Bicycle lane (on street)	61.8%	21
Paved road (no shoulder)	17.6%	6
Paved road (no shoulder)	2.9%	1
Other (please specify)	8.8%	3
	answered question	34
	skipped question	9

Number	Response Date	Other (please specify)	Categories
1	Oct 25, 2013 7:26 PM	Parking lots in retail locations	
2	Oct 25, 2013 3:56 PM	beach	
3	Oct 24, 2013 7:39 PM	Trail Riding	
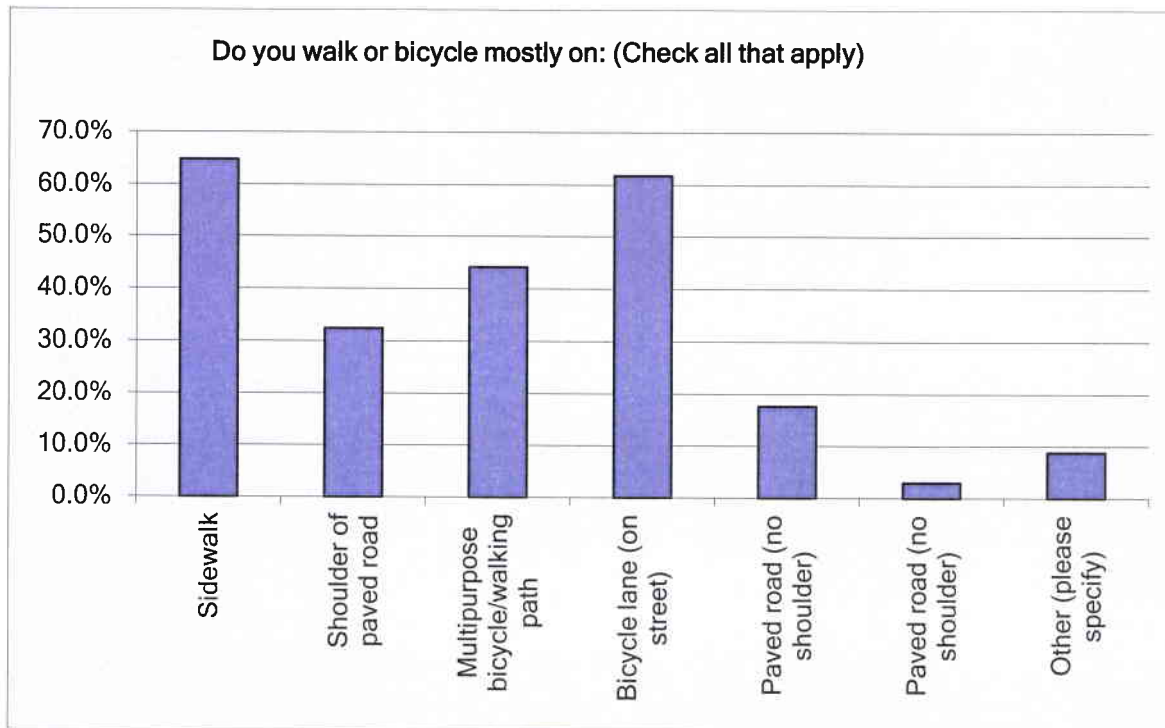
Do you walk or bicycle mostly on: (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

How often do/did you walk or bicycle on average?

Answer Options	Response Percent	Response Count
Often (2-7 days per week)	67.6%	23
Sometimes (1-4 days per month)	29.4%	10
Rarely (1-11 days per year)	2.9%	1
	answered question	34
	skipped question	9
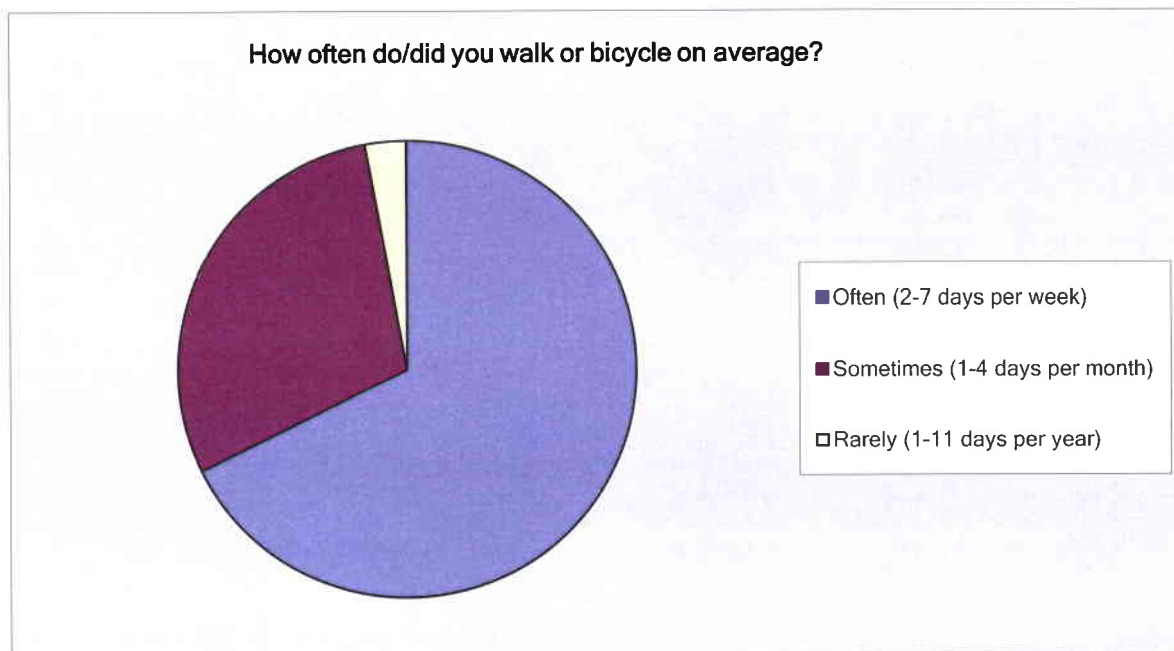
How often do/did you walk or bicycle on average?

- Often (2-7 days per week)
- Sometimes (1-4 days per month)
- Rarely (1-11 days per year)

Collier MPO Pedestrian and Bicycle Safety Study

What is your main reason(s) for walking or bicycling? (Check all that apply)

Answer Options	Response Percent	Response Count
Work/school	20.6%	7
Pleasure	67.6%	23
Exercise	85.3%	29
Errands (such as store or post office)	23.5%	8
Reach bus stop	2.9%	1
Other (please specify)	5.9%	2
	answered question	34
	skipped question	9

Number	Response Date	Other (please specify)	Categories
1	Oct 24, 2013 8:58 PM	transportation to and from work	
2	Oct 24, 2013 7:39 PM	Use to ride 3-4 days a week until I moved to Collier County	
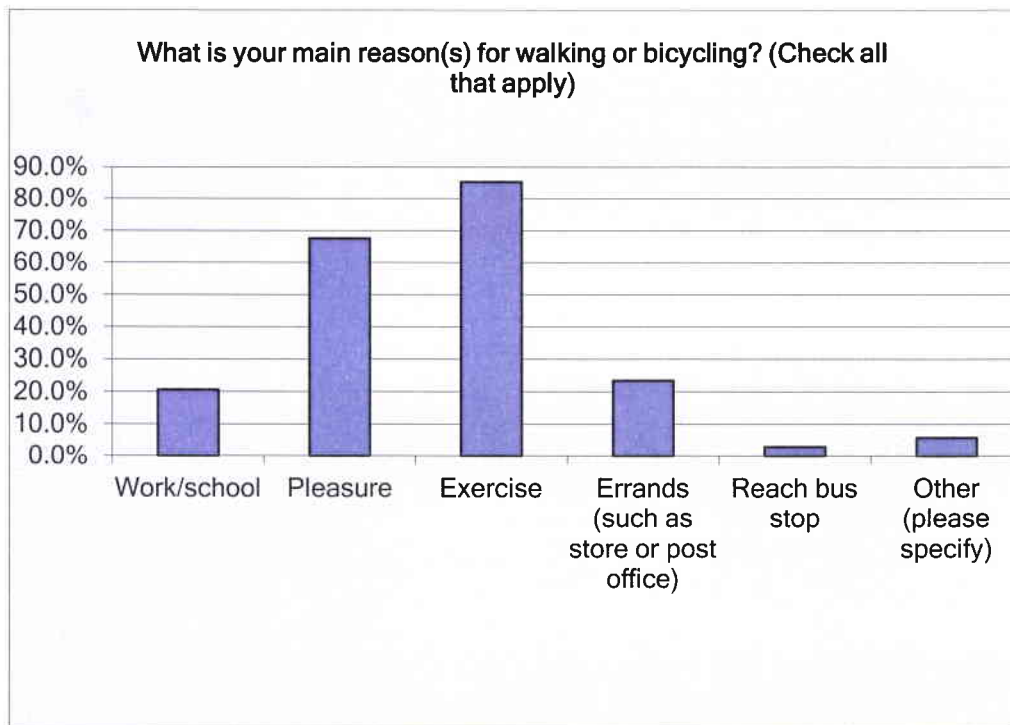
What is your main reason(s) for walking or bicycling? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

If you choose NOT to walk or ride your bike, what are the main reasons? (Check all that apply)

Answer Options	Response Percent	Response Count
Do not feel safe	41.2%	14
Sidewalk or bicycle lane is too crowded	8.8%	3
Facilities in disrepair (Please tell us the	5.9%	2
Weather/climate conditions	47.1%	16
Insufficient time to reach my destination	11.8%	4
Lack of facilities (Please tell us the	17.6%	6
N/A	11.8%	4
Other (please specify)	32.4%	11
	answered question	34
	skipped question	9

Number	Response Date	Other (please specify)	Categories
1	Oct 25, 2013 7:20 PM	Many streets do not have bicycle lanes or paved sidewalks. It is not safe to bike on the road with the cars.	
2	Oct 25, 2013 7:06 PM	South 9th street sidewalks are under water in raining conditions. Cars and trucks park on sidewalks and you have to walk in road to get around them	
3	Oct 25, 2013 3:56 PM	lack of designated bike lanes	
4	Oct 25, 2013 12:00 PM	Livingston Rd south of Pine Ridge Road - no bike lane	
5	Oct 25, 2013 11:57 AM	Time factor	
6	Oct 25, 2013 11:55 AM	Airport and North - Time	
7	Oct 25, 2013 11:45 AM	Immokalee rd , Vanderbild Dr	
8	Oct 24, 2013 8:53 PM	We don't ride alot during the heaviest part of the season, during March and then restrict our bike travel to places where there are wide sidewald/bike lanes.	
9	Oct 24, 2013 7:39 PM	Not enough pathways connecting destination	
10	Oct 24, 2013 6:46 PM	other transportation options are faster (motor vehicle)	
11	Oct 24, 2013 6:29 PM	Bike path/lane is too narrow; lack of bike rack at destination at work and stores	
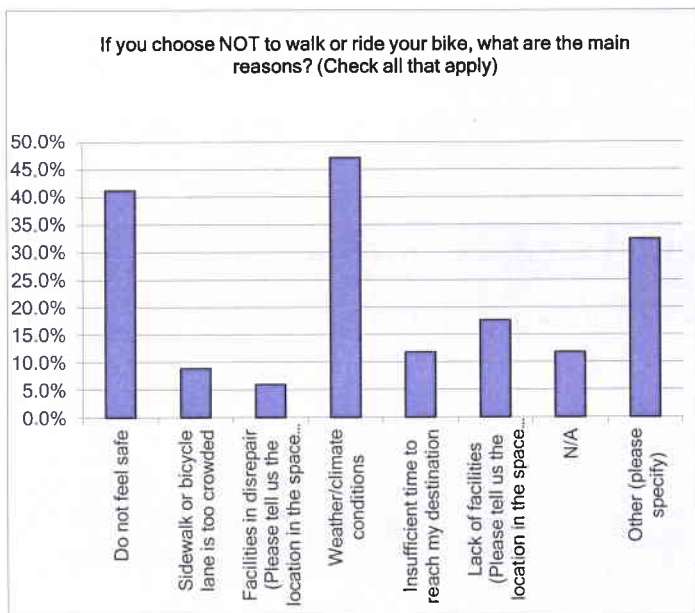
If you choose NOT to walk or ride your bike, what are the main reasons? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

Do you feel threatened for your personal safety during your walking or bicycling trip?

Answer Options	Response Percent	Response Count
Yes	79.4%	27
No	20.6%	7
answered question		34
skipped question		9
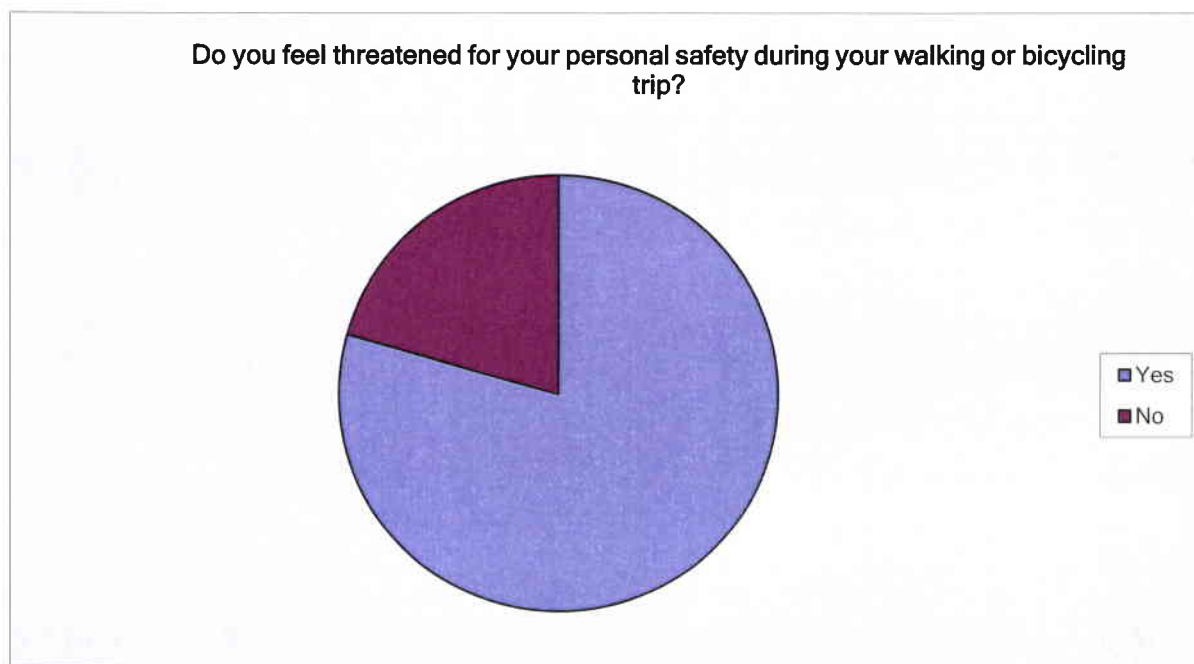
Do you feel threatened for your personal safety during your walking or bicycling trip?

Collier MPO Pedestrian and Bicycle Safety Study

If yes, did you feel threatened due to: (Check all that apply)

Answer Options	Response Percent	Response Count
Motorists	78.8%	26
Dogs/other animals	0.0%	0
Uneven travel surface	15.2%	5
Potential for crime	3.0%	1
Too much pedestrian or bicycle	0.0%	0
N/A	12.1%	4
Other (please specify)	21.2%	7
	answered question	33
	skipped question	10

Number	Response Date	Other (please specify) Categories
1	Oct 25, 2013 12:04 PM	bicyclists on sidewalk
2	Oct 25, 2013 11:57 AM	street lights were turned off to save money
3	Oct 25, 2013 11:55 AM	no bike lane
4	Oct 25, 2013 11:45 AM	Debris , debris and more debris on bike lanes !
5	Oct 24, 2013 7:39 PM	Have to ride on sidewalk and cross 10 lane intersections to connect to other parts of county
6	Oct 24, 2013 6:51 PM	motorist not paying attention to roadway, driveway, etc.
7	Oct 24, 2013 6:46 PM	I am always aware of surroundings and vehicles
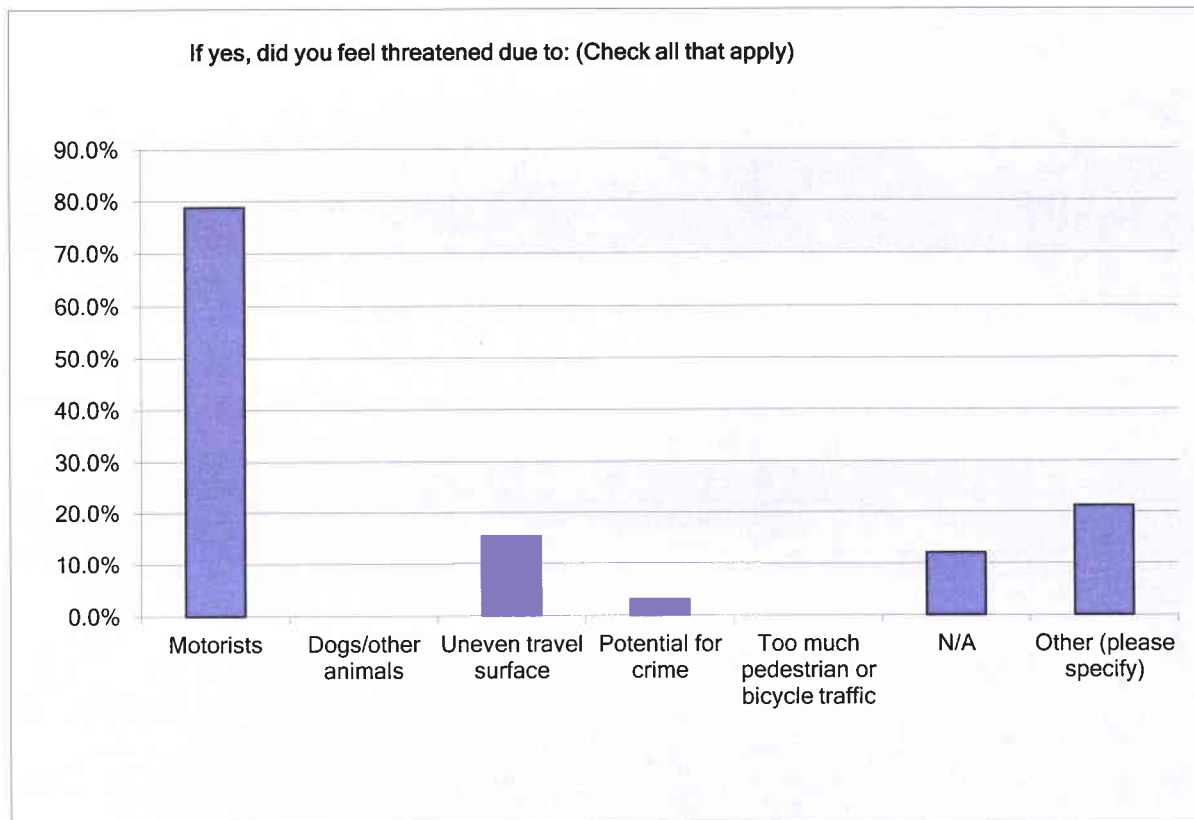
If yes, did you feel threatened due to: (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

If motorists caused the feeling of being threatened, was it due to: (Check all that apply)

Answer Options	Response Percent	Response Count
Motorist cut me off	52.9%	18
Motorist drove very close to me	58.8%	20
Motorist honked at me	32.4%	11
Motorist almost hit me/near miss	47.1%	16
Motorists driving too fast	32.4%	11
Motorist entered intersection without looking	61.8%	21
Just the presence of motorists was threatening	11.8%	4
N/A	26.5%	9
answered question		34
skipped question		9
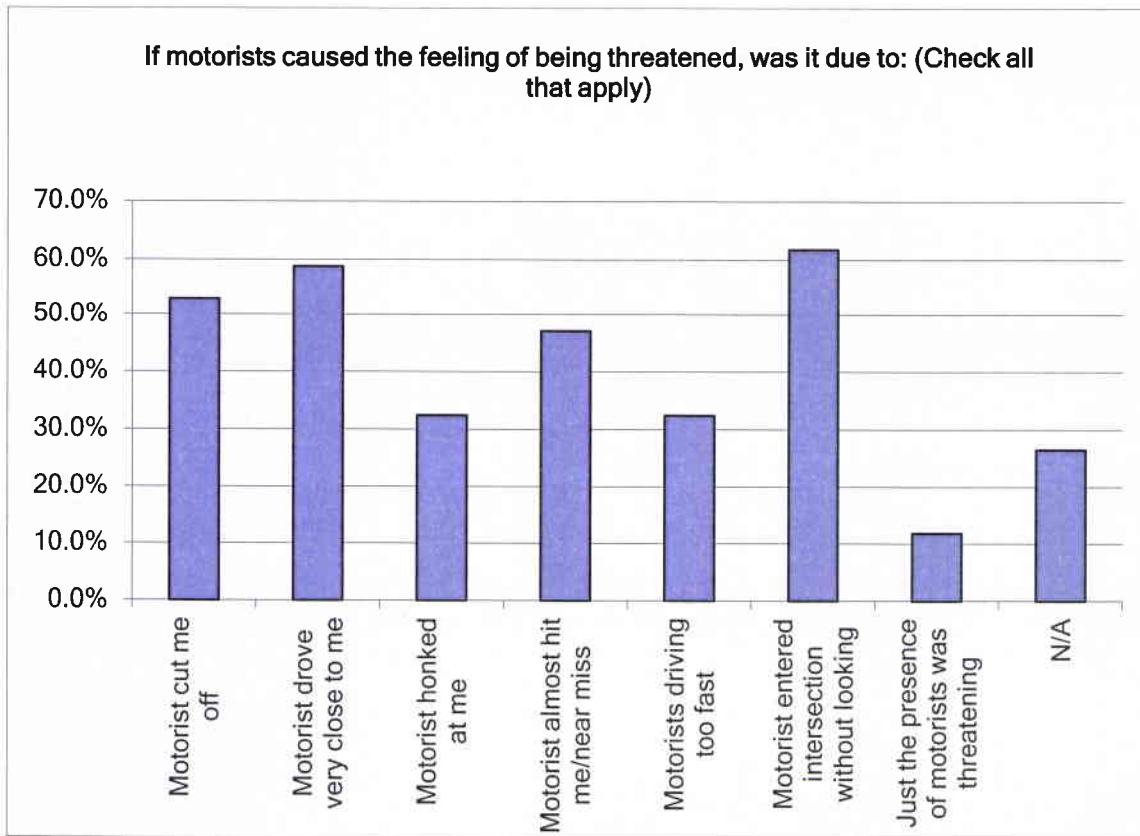
If motorists caused the feeling of being threatened, was it due to: (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

What changes would you like to see in your community? (Check all that apply)

Answer Options	Response Percent	Response Count
More crosswalks	14.7%	5
More lights on street	17.6%	6
More lights on paths/trails	11.8%	4
More sidewalks	38.2%	13
More multipurpose bicycle/walking paths	64.7%	22
More bicycle lanes	47.1%	16
Wider sidewalks	35.3%	12
More pedestrian or bicyclist signage	41.2%	14
Don't allow bicycles on sidewalks	5.9%	2
More lights on paths/trails	11.8%	4
Other (please specify)	41.2%	14
	answered question	34
	skipped question	9

Number	Response Date	Other (please specify)	Categories
1	Oct 25, 2013 7:20 PM	Require driver license testing for people over 75 years old.	
2	Oct 25, 2013 7:06 PM	Side walks that don't go under water in light rains	
3	Oct 25, 2013 11:55 AM	honked for no reason other than thinking I should be on sidewalk, education for public and riders	
4	Oct 25, 2013 11:48 AM	distracted drivers more focused on phone/texting, education of motorist and efforts to reduce aggression to pedestrian and bike traffic	
5	Oct 25, 2013 11:45 AM	wider , smoother ,CLEANER, "buffered" bike lanes , neutral space between bike and car traffic. more enforcement of 3 ft law, NO TEXTING ,DRINKING	
6	Oct 24, 2013 9:06 PM	Sweep bikepaths more often, Require older drivers to take driving exams.Cler brush adjacent to bikeways more often.	
7	Oct 24, 2013 8:58 PM	enforce traffic violations against pedestrians and bicyclists brought upon them by motorists, enforce no cell phone law while driving!!	
8	Oct 24, 2013 8:52 PM	Remove obstructive shrubs or limit the height so that motorist are not pulling through sidewalks blind. airport vanderbilt wallgreens east exit.	
9	Oct 24, 2013 8:12 PM	community education	
10	Oct 24, 2013 8:05 PM	Better information to motorists to be aware.	
11	Oct 24, 2013 7:39 PM	Pathways to destinations, like to corkscrew swamps and other means of entertainment, connect the county	
12	Oct 24, 2013 6:34 PM	paths along all existing canals, off transportation grid	
13	Oct 24, 2013 6:29 PM	sidewalk/street separation	
14	Oct 24, 2013 4:28 PM	Educationa community outreach	
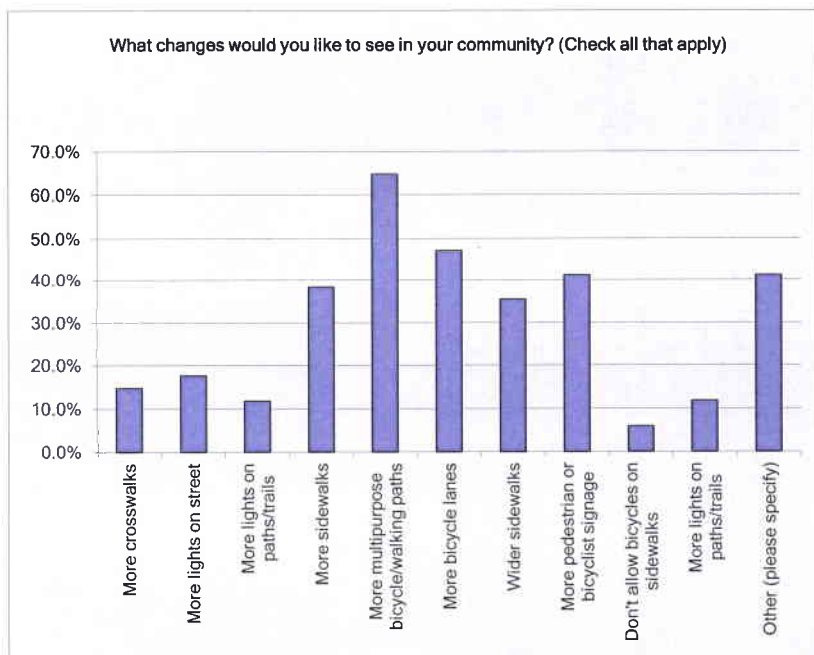
What changes would you like to see in your community? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

Name: (Optional)

Answer Options	Response Count
	13
answered question	13
skipped question	30

Number	Response Date	Response Text
1	Oct 25, 2013 7:26 PM	Suzanne Lester
2	Oct 25, 2013 7:06 PM	Anne Goodnight
3	Oct 25, 2013 6:12 PM	Steve Hart
4	Oct 25, 2013 11:45 AM	Jean Heuschen
5	Oct 24, 2013 10:54 PM	Dick Plawecki
6	Oct 24, 2013 9:06 PM	Carl Bressan
7	Oct 24, 2013 8:58 PM	scott fidler
8	Oct 24, 2013 8:53 PM	S. W. Hoenes
9	Oct 24, 2013 7:39 PM	Deborah Chesna
10	Oct 24, 2013 6:51 PM	Stacy Revay
11	Oct 24, 2013 6:34 PM	Jerry Kurtz
12	Oct 24, 2013 6:20 PM	Greg Cintz
13	Oct 24, 2013 4:28 PM	William Basch 734-344-2887

Email: (Optional)

Answer Options	Response Count
	10
answered question	10
skipped question	33

Number	Response Date	Response Text
1	Oct 25, 2013 7:26 PM	LES1612@aol.com
2	Oct 25, 2013 7:06 PM	pagoodnight@aol.com
3	Oct 25, 2013 6:12 PM	SteveHart2009@gmail.com
4	Oct 25, 2013 11:45 AM	jeanheuschen@aol.com
5	Oct 24, 2013 10:54 PM	plawecki@marcocablecom
6	Oct 24, 2013 9:06 PM	cncbressan@hotmail.com
7	Oct 24, 2013 8:58 PM	srobinfid@yahoo.com
8	Oct 24, 2013 8:53 PM	tisig@comcast.net
9	Oct 24, 2013 7:39 PM	d.chesna@hotmail.com
10	Oct 24, 2013 4:28 PM	wilburba@gmail.com

Collier MPO Pedestrian and Bicycle Safety Study

In the past 5 years, have you been in a collision or been forced from your path while biking or walking?

Answer Options	Response Percent	Response Count
Yes	47.7%	186
No	52.3%	204
answered question		390
skipped question		0
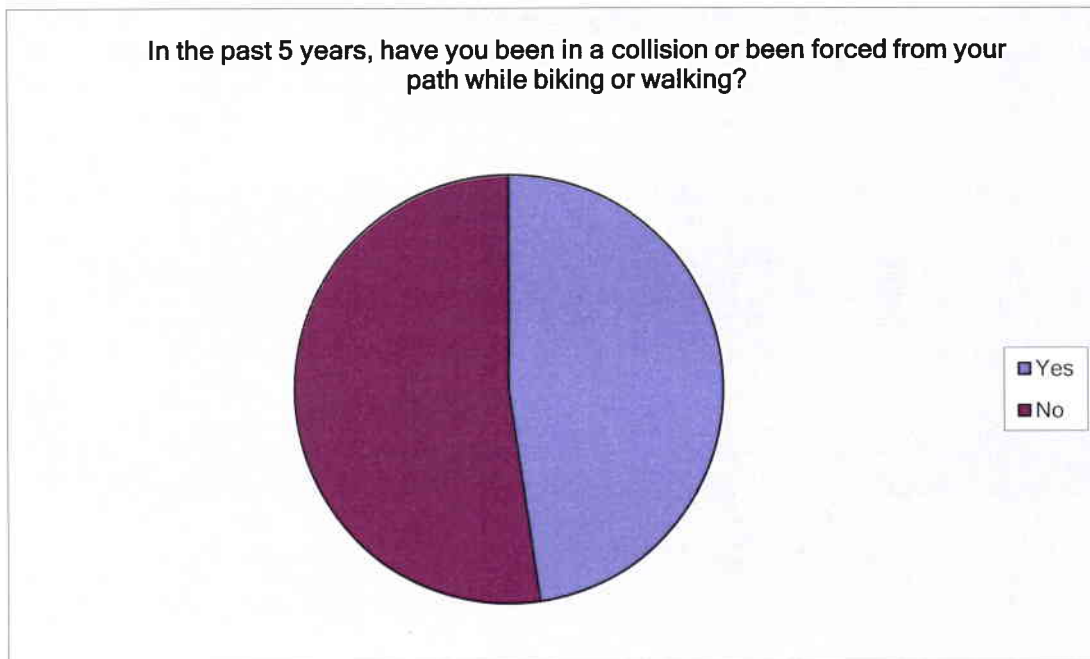
In the past 5 years, have you been in a collision or been forced from your path while biking or walking?

Collier MPO Pedestrian and Bicycle Safety Study

Were you:

Answer Options	Response Percent	Response Count	
Bicycling	71.4%	110	
Walking	28.6%	44	
	answered question		154
	skipped question		236
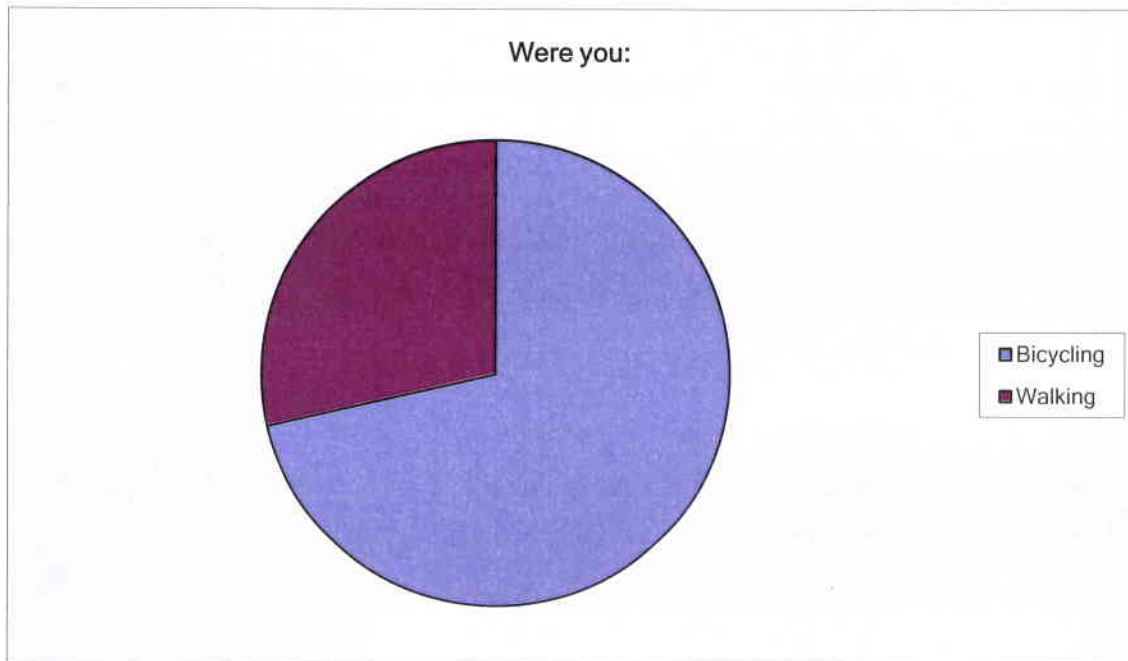
Were you:

Collier MPO Pedestrian and Bicycle Safety Study

Where did the incident occur? Please include the street name and the nearest intersection.

Answer Options	Response Count
	154
answered question	154
skipped question	236

Number	Response Date	Response Text
1	Dec 3, 2013 2:14 AM	Vanderbilt beach road, on the way west towards beach.
2	Dec 2, 2013 11:49 PM	Pine Ridge and US 41
3	Dec 2, 2013 11:05 PM	Gordon between 18th and 21st
4	Dec 2, 2013 5:06 PM	I was running east on Harbour Dr and South on Crayton Rd
5	Dec 2, 2013 3:05 PM	Gulf shore blvd by the beach club
6	Dec 2, 2013 12:43 PM	Gulf Shore Blvd near Naples Hotel
7	Dec 2, 2013 12:32 PM	The pedestrian underpass under the Gordon river bridge.
8	Dec 2, 2013 12:07 PM	Crayton Blvd. Gulfshore Blvd.
9	Dec 2, 2013 3:34 AM	Gulf shore N & Vanderbilt
10	Dec 1, 2013 2:54 AM	Grey oaks
11	Nov 30, 2013 11:54 PM	13th Street and Third Avenue
12	Nov 30, 2013 11:32 PM	San Marco road north of Goodland bridge about 2 miles
13	Nov 30, 2013 8:58 PM	Can not remember
14	Nov 30, 2013 8:29 PM	Vanderbilt
15	Nov 30, 2013 7:41 PM	Grey Oaks Drive
16	Nov 30, 2013 6:04 PM	in bike lane south of Vandebilt Beach Rd heading south on Livingston Rd.. Driver ran stop sign when she was exiting first area south of Vandebilt Road.
17	Nov 30, 2013 3:42 PM	Vanderbilt rd and livingston
18	Nov 30, 2013 3:03 PM	Vanderbilt Drive just north of Immokalee Road, and on Pine Ridge Road just west of 75.
19	Nov 30, 2013 2:32 PM	Grey Oaks Drive
20	Nov 30, 2013 1:19 PM	Wyndemere Way
21	Nov 30, 2013 12:29 PM	Vanderbilt and Oakes blvd
22	Nov 30, 2013 12:16 PM	5th Ave South approaching 9th St
23	Nov 30, 2013 11:37 AM	so golf drive & banyan road
24	Nov 30, 2013 4:26 AM	Ft. Myers beach near santini plaza
25	Nov 30, 2013 4:11 AM	Airport Rd near Orange Blossum
26	Nov 30, 2013 3:59 AM	Vanderbilt drive, between Wiggins Pass and Immokakee
27	Nov 30, 2013 3:34 AM	gulf shore blvd
28	Nov 30, 2013 1:21 AM	Gulf Shore Blvd., Naples
29	Nov 30, 2013 12:17 AM	1. Gulfshore and Moorings2. Pelican Bay Blvd and North Point
30	Nov 30, 2013 12:14 AM	Gulf shore blvd.
31	Nov 30, 2013 12:02 AM	Gordon Drive/gulf Shore Drive
32	Nov 29, 2013 11:20 PM	Ave Maria, Fl.
33	Nov 29, 2013 11:16 PM	Service road into Bears Paw north of Clipper and Airport Rd.
34	Nov 29, 2013 11:16 PM	Gulf Shore Blvd.
35	Nov 29, 2013 11:14 PM	On no collier blvd near the Marriott.
36	Nov 29, 2013 11:07 PM	Vanderbuit Beach rd
37	Nov 29, 2013 10:59 PM	gulf shore blvd in Old Naples
38	Nov 29, 2013 10:49 PM	fort myers beach estero
39	Nov 29, 2013 10:39 PM	can't recall
40	Nov 29, 2013 10:31 PM	Livingston Road north of Immokalee Rd
41	Nov 29, 2013 10:30 PM	Livingston near Vanderbilt Beach
42	Nov 29, 2013 10:29 PM	Ave Maria Blvd
43	Nov 29, 2013 10:27 PM	davies rd (84)
44	Nov 29, 2013 10:25 PM	Santa barbara blvd/golden gate
45	Nov 29, 2013 10:25 PM	Vanderbuilt Beach Road Eastbound, East of Airport
46	Nov 29, 2013 10:21 PM	Intersection of Binnacle and Achor Rode.
47	Nov 29, 2013 9:10 PM	Grey Oaks Blvd
48	Nov 29, 2013 1:04 PM	Bald Eagle & Collier intersection
49	Nov 28, 2013 4:24 AM	San Marco on way to beach from Heathwood.
50	Nov 27, 2013 10:43 PM	Collier Blvd near Swallow
51	Nov 27, 2013 7:50 PM	On Collier near the library
52	Nov 27, 2013 6:15 PM	San Marco on Marco Island
53	Nov 27, 2013 5:02 PM	On the sidewalk in front of the strip mall with Verdi's
54	Nov 27, 2013 2:45 PM	winterberry street Marco Island
55	Nov 27, 2013 1:48 PM	San Marco Blvd near Heathwood.
56	Nov 27, 2013 1:12 PM	San Marco rd and also on winterberry dr
57	Nov 27, 2013 1:11 PM	S. Barfield and Winterberry
58	Nov 27, 2013 12:40 PM	Collier
59	Nov 27, 2013 12:40 PM	San Marco and Heathwood
60	Nov 27, 2013 11:44 AM	Bald Eagle dr. and Elkcam Cir, Marco Island, Fl.

North Collier Blvd.▯

61	Nov 27, 2013 11:40 AM	at the point where the bike path ends after you have driven over the bridge heading onto Marco.
62	Nov 27, 2013 3:41 AM	950 Charlemagne blvd
63	Nov 27, 2013 3:22 AM	Collier Blvd and Yellowbird Ave, Marco Island, Fl
64	Nov 27, 2013 3:04 AM	collier
65	Nov 26, 2013 11:50 PM	North Barfield/Bimini Marco Island
66	Nov 26, 2013 12:35 PM	Livingston Rd.
67	Nov 26, 2013 10:12 AM	Vanderbilt Drive
68	Nov 26, 2013 12:30 AM	All over Naples & Collier County. I bike, run and/or walk every day. There is no safe place for non-motorists - including the sidewalk. Cars to not look for pedestrians or cyclists when entering a road and in some cases, landscaping even obscures visibility of other vehicles. Worst locations are Crayton, Gulf Shore Blvd, Vanderbilt Drive. These are roads with variable or no bike lanes and a large number of seasonal drivers who are less aware.
69	Nov 26, 2013 12:19 AM	1.Vanderbilt & ritz- gulf area2. Airport & Vanderbilt3. Airport & Orange blossom
70	Nov 25, 2013 11:19 PM	Vanderbilt Beach road /Pavillon
71	Nov 25, 2013 1:07 PM	39th St. at 17th Ave SW and Collier Blvd.
72	Nov 25, 2013 12:24 PM	Acrossing/walking across Smoke House Bridge..(had two near misses!)
73	Nov 25, 2013 11:36 AM	San Marco Road and Landmark
74	Nov 25, 2013 7:55 AM	South Barfield and San Marco
75	Nov 25, 2013 3:10 AM	Corner of Collier Blvd and Century Court
76	Nov 25, 2013 2:05 AM	San Marco rd, near Barfield intersection
77	Nov 25, 2013 1:54 AM	On several different shared paths & bicycle lanes on Marco Island...particularly during tourist season. People either swerve to the direction they are looking or in several instances, they simply choose to only look one direction at a stop sign. Also, my son was struck by a driver simply not paying attention. My 14 yr old son had on his safety vest, helmet, etc. and was following behind my husband. We were fortunate only his bike was damaged. That incident happened at San Marco & Collier Blvd.
78	Nov 24, 2013 9:51 PM	san marco and collier
79	Nov 24, 2013 5:29 PM	Marco Island
80	Nov 24, 2013 5:22 PM	Heathwood, turning left onto Mistletoe---a car with a right turn signal on, turned left and narrowly missed me
81	Nov 24, 2013 5:06 PM	Collier blvd and Swallow
82	Nov 24, 2013 4:19 PM	At many condo entrances cars pull out past cross walk without looking
83	Nov 24, 2013 3:48 PM	winterberry
84	Nov 24, 2013 2:30 PM	Riding north on Yellowbird Rd., Marco Island
85	Nov 24, 2013 2:04 PM	San Marcos Road
86	Nov 24, 2013 1:42 PM	san marco rd
87	Nov 24, 2013 1:40 PM	south heathwood, whitehart
88	Nov 24, 2013 1:15 PM	On San Marco Rd west of Barfield Rd
89	Nov 24, 2013 1:12 PM	Winterberry and Heathwood
90	Nov 24, 2013 1:12 PM	Winterberry and Sandhill; N Barfield and Laurel; numerous times on N Barfield crossing Collier in a southbound direction where motorists made a right turn on red without stopping when the pedestrian sign is lit
91	Nov 24, 2013 1:07 PM	Heathwood near San Marco
92	Nov 24, 2013 12:35 PM	collier near winterberry
93	Nov 24, 2013 12:22 PM	The bridge at Winterberry and S. Heathwood.
94	Nov 24, 2013 12:11 PM	Collier and Bald Eagle, Marco Island
95	Nov 24, 2013 12:10 PM	South Heathwood
96	Nov 23, 2013 1:51 PM	WInterberry. Heathwood. Marco Island.
97	Nov 23, 2013 1:46 PM	San Marco and Lamplighter.
98	Nov 23, 2013 12:04 PM	Airport at estuary
99	Nov 13, 2013 2:10 PM	no location givent
100	Nov 11, 2013 9:12 PM	n/a
101	Nov 11, 2013 9:06 PM	Immokalee Dr. @ 2-way Stop
102	Nov 11, 2013 9:03 PM	n/a
103	Nov 11, 2013 8:36 PM	n/a
104	Nov 11, 2013 8:34 PM	n/a
105	Nov 11, 2013 8:08 PM	Arrowhead
106	Nov 11, 2013 8:05 PM	n/a
107	Nov 11, 2013 7:35 PM	n/a
108	Nov 11, 2013 7:34 PM	n/a
109	Nov 11, 2013 6:38 PM	Arrowhead
110	Nov 11, 2013 6:25 PM	n/a
111	Nov 11, 2013 4:26 PM	48th St.Sunshine
112	Nov 11, 2013 3:35 PM	26th Ave. SW44th Ter.
113	Nov 11, 2013 3:14 PM	n/a
114	Nov 11, 2013 3:12 PM	Price St.
115	Nov 11, 2013 3:06 PM	41 & Five Guys41
116	Nov 8, 2013 8:15 PM	undecipherable
117	Nov 7, 2013 3:46 PM	Sandy Lane near Polly Avenue.

		19th Ave SW & Sunset Rd- (speed limit 25mph- two ways road)
		Two years ago, a pickup truck almost hit us while my son and I were walking on the road to the park and another car at
		the same time was pasing in the other way. The driver from the pickup truck horned at us like we were the ones that were
118	Nov 6, 2013 9:02 PM	supposed to be out of his way. He just couldn't wait behind us and let the other car to pass. Thanks God nobody got hurt.
119	Nov 6, 2013 4:46 PM	Crystal Drive and US 41
120	Nov 4, 2013 10:18 PM	San Marco road on the other side of Goodland bridge heading out to rte 41. Run off road.
121	Nov 1, 2013 8:50 PM	Grey Oaks Blvd.
122	Nov 1, 2013 12:15 PM	Private Property.
123	Nov 1, 2013 12:35 AM	Immokalee Drive / Near the radio station... ----- Traveling to Ava Maria on Immokalee Road...
124	Oct 31, 2013 3:38 PM	New Market Road near First Street, Immokalee.
		Vanderbilt Drive not sure which intersecting avenue. I was walking facing traffic walking south. Sidewalkmon other side
125	Oct 31, 2013 3:03 PM	of street but I don't trust cars appraocing from behind.
126	Oct 31, 2013 2:30 PM	Vanderbilt beach road and Airport
127	Oct 31, 2013 2:22 PM	Tropicana near Golden Gate High School
128	Oct 31, 2013 1:23 PM	Airport and Pelican Marsh
129	Oct 31, 2013 1:49 AM	123 N. 4th Street
130	Oct 30, 2013 5:57 PM	In Immokalee. Main street on highway 29
131	Oct 30, 2013 5:00 PM	Chokoloskee Dr and Mamie Street, Chokoloskee, FL 34138
132	Oct 30, 2013 4:58 PM	5th Avenue Shopping District
133	Oct 30, 2013 4:56 PM	Vanderbilt Drive
134	Oct 30, 2013 2:51 PM	Area without sidewalks
135	Oct 29, 2013 2:41 PM	main st.
136	Oct 29, 2013 12:19 PM	intersection
137	Oct 29, 2013 12:31 AM	Ilex Circle near intersection of Lone Oak Boulevard
138	Oct 28, 2013 8:43 PM	main and 9th
139	Oct 28, 2013 7:48 PM	Pelican Bay Blvd, Gulfshore Drive (multiple incidents)
140	Oct 28, 2013 6:05 PM	Oakes Blvd and Immokalee Road
141	Oct 28, 2013 5:40 PM	Logan Blvd and Immokolee Rd
142	Oct 28, 2013 4:37 PM	4th Street Immokalee,
143	Oct 28, 2013 4:32 PM	Jefferson Ave.
144	Oct 28, 2013 4:30 PM	Sidewalk next to Collier Blvd Northbound in front of Verdi's shopping center
145	Oct 28, 2013 2:35 PM	Gulfshore Boulevard, just south of Lowdermilk Park
146	Oct 28, 2013 12:14 PM	Corner Immokalee and Northwood
147	Oct 28, 2013 2:58 AM	Naples Park
148	Oct 28, 2013 12:47 AM	On US 41, 0.3 miles east of SR 29
149	Oct 27, 2013 7:01 PM	Winterberry and Barfield S
150	Oct 27, 2013 5:22 PM	In front of Naples Beach Club twice
151	Oct 26, 2013 8:52 PM	Gulfshore Blvd. and South Golf Drive
		1)Orange Blossom drive at Wellington drive over size landscape trailor passed with out room
		2)Orange Blossom drive at Yarberry drive landscape vehicle with 4 riders in front seat turned into my path
		3)Gulfshore drive at 6th ave south naples vehicle turned into my path
		4)Crayton drive at Turtlehatch impatient driver altercation with assault by driver "reported"
		5)Orange Blossom at Yarberry passing driver twice veared into me striking me and focing me off the road "reported"
		6)Oil Well rd east of Oil Well Grade (two lane road) An oncoming panel truck and sedan passing a very large oncoming
		motorcycle group. We had a group of 4 bikes, motor cyclists passing us in the left lane traveling in the opposite direction,
		truck and car coming at us in our lane, as the truck and car approached the truck veared onto the dirt shoulder passing us
		on our right at over 60mph the car eventually followed the trucks lead but for a moment we had the shoulder the lane in
152	Oct 26, 2013 7:50 PM	front of us and left lane all coming at us at 50 plus mph. The truck and car did finally pass the motorcycle group!
153	Oct 26, 2013 11:25 AM	Seagrape near Peru on Marco Island
154	Oct 25, 2013 8:07 PM	JSFFERSON AVENUE

Collier MPO Pedestrian and Bicycle Safety Study

What cause(s) contributed to being struck or forced from your path? (Check all that apply)

Answer Options	Response Percent	Response Count	
Motorist	72.1%	111	
Dog/other animal	6.5%	10	
Pedestrian	10.4%	16	
Bicyclist	18.2%	28	
Object such as a sign or tree	3.2%	5	
Self	0.6%	1	
N/A	0.6%	1	
Other (please specify)	11.7%	18	
	answered question		154
	skipped question		236

Number	Response Date	Other (please specify)
1	Dec 1, 2013 2:54 AM	no berm
2	Nov 29, 2013 11:07 PM	tout trolley
3	Nov 29, 2013 10:31 PM	Dead anwimal
4	Nov 29, 2013 10:29 PM	High Pressure water hose 2' accross diagonal the blvd
5	Nov 27, 2013 6:15 PM	Garbage cans on bike path
6	Nov 27, 2013 2:45 PM	Driveway concrete wet
7	Nov 27, 2013 3:41 AM	Car parked in bike lane
8	Nov 26, 2013 11:50 PM	truck driving above speed limit
9	Nov 25, 2013 7:55 AM	EMS guys going to Publix to buy lunch cut me off
10	Nov 25, 2013 1:54 AM	trash cans being placed in bike lane
11	Nov 24, 2013 1:12 PM	Motorist drifted into bike path in both instances
12	Nov 23, 2013 1:46 PM	Not looking to the Right when pullng into the intersection.
13	Nov 11, 2013 9:03 PM	mailbox
14	Nov 11, 2013 3:12 PM	no signal
15	Nov 1, 2013 12:35 AM	Motorist not paying attention....
16	Oct 31, 2013 3:38 PM	No bike lane.
17	Oct 28, 2013 5:40 PM	Mis-aligned lanes going North across Immokolee Rd
18	Oct 27, 2013 5:22 PM	Rollerbladder
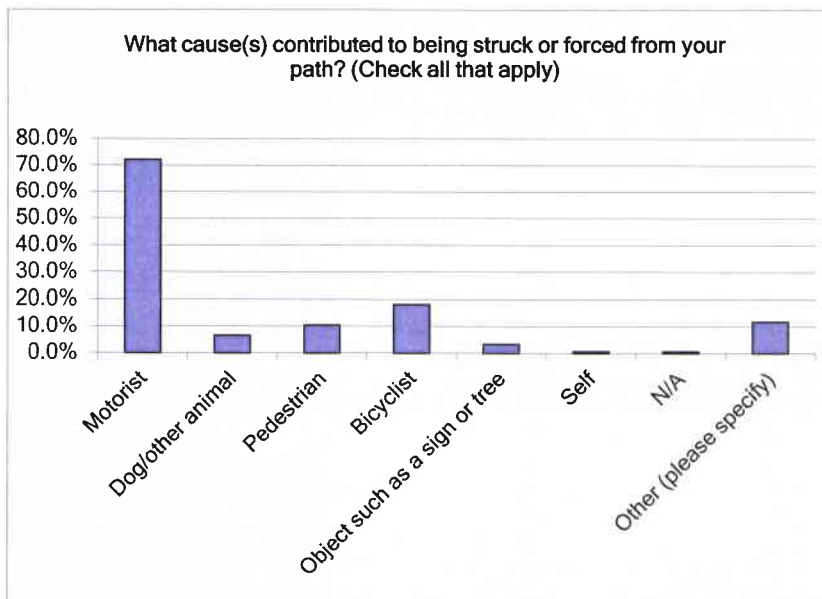
What cause(s) contributed to being struck or forced from your path? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

Was the incident reported to police?

Answer Options	Response Percent	Response Count
Yes	12.3%	19
No	84.4%	130
N/A	3.2%	5
	answered question	154
	skipped question	236
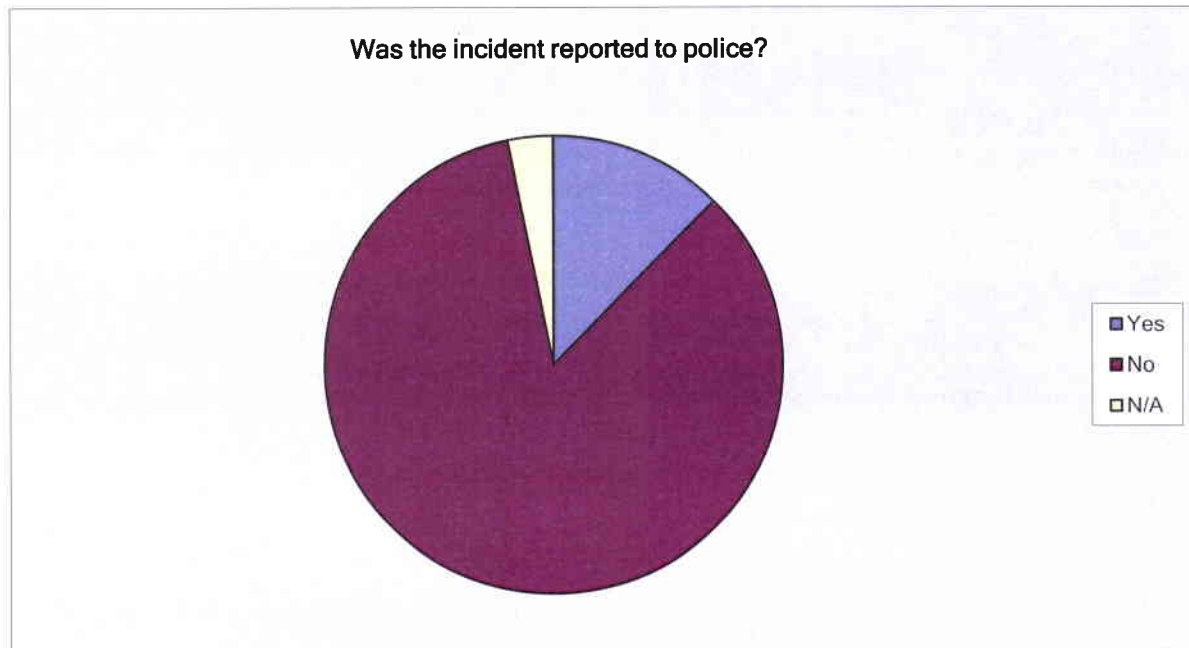
Was the incident reported to police?

■ Yes
■ No
□ N/A

Collier MPO Pedestrian and Bicycle Safety Study

If not reported, why was it not reported? (Check all that apply)

Answer Options	Response Percent	Response Count
Location (private property)	4.5%	7
Injury caused by friend or family member	0.6%	1
Prefer not to involve police	23.4%	36
N/A	27.9%	43
Other (please specify)	44.8%	69
	answered question	154
	skipped question	236

| Number	Response Date	Other (please specify)
1	Dec 3, 2013 2:14 AM	Just a very close call and swerved off road
2	Dec 2, 2013 5:06 PM	Didn;t think to call until too late
3	Dec 2, 2013 12:32 PM	We weren't badly injured
4	Dec 2, 2013 12:07 PM	Nothing would be done. As stated by the police.
5	Nov 30, 2013 8:58 PM	I was forces off road, while in my bike lane by a car not paying attention
6	Nov 30, 2013 6:04 PM	I stopped the motorist and told her that unless she turned around and went home I would place her under arrest. She missed me by less than one inch. Had she hit me, she would have killed me.
7	Nov 30, 2013 3:03 PM	I was not injured. I did not get the driver's license plate and the driver fled the scene.
8	Nov 30, 2013 2:32 PM	No injury
9	Nov 30, 2013 12:29 PM	Almost struck by car as I had the right of way through green light
10	Nov 30, 2013 12:16 PM	Police never do anything when reported / waste of time
11	Nov 30, 2013 4:26 AM	Didn't think it would result in anything beneficial
12	Nov 30, 2013 3:59 AM	Forced off road as car passed
13	Nov 30, 2013 3:34 AM	Being forced from the bike path isn't a criminal act
14	Nov 30, 2013 1:21 AM	No collision or injury
15	Nov 30, 2013 12:17 AM	No contact, damage or injury
16	Nov 29, 2013 11:20 PM	It was Reported
17	Nov 29, 2013 11:16 PM	Due to driver's age, I suspect depth perception was the issue.
18	Nov 29, 2013 11:07 PM	no one hurt
19	Nov 29, 2013 10:59 PM	near accident
20	Nov 29, 2013 10:49 PM	fort myers would not file a report even after calling and speaaking to the officer in charge
21	Nov 29, 2013 10:39 PM	No injury
22	Nov 29, 2013 10:30 PM	No injuries - only inattentive motorist
23	Nov 29, 2013 10:29 PM	was reported , police at the scene with emergency veh.
24	Nov 29, 2013 10:25 PM	How do you report an idiot on a cell phone pulling over into the bike lane right in front of you and stopping?
25	Nov 29, 2013 1:04 PM	Police were called and came, but I don't think a report was made. Driver of vehicle paid for repair and there was no serious injury.
26	Nov 27, 2013 10:43 PM	Bicyclist was on the sidewalk.
27	Nov 27, 2013 6:15 PM	Police were unconcerned, code enforcement was responsible
28	Nov 27, 2013 12:40 PM	Scary but no harm done
29	Nov 27, 2013 11:40 AM	Rude driver...no injuries.
30	Nov 26, 2013 11:50 PM	no injury - only a near miss
31	Nov 26, 2013 12:30 AM	I'd be calling to complain about motorists every day. What's the point?
32	Nov 25, 2013 11:19 PM	No body hurt
33	Nov 25, 2013 11:36 AM	Was a near miss, not an accident.
34	Nov 25, 2013 3:10 AM	No one was hurt, jst frightened
35	Nov 25, 2013 2:05 AM	No injury occurred.
36	Nov 25, 2013 1:54 AM	My husband and son were so thankful that he was ok. They exchanged info with the driver. I, on the other hand, would have reported that incident, for sure.
37	Nov 24, 2013 5:22 PM	no contact, just a narrow miss
38	Nov 24, 2013 5:06 PM	no injury or damage, both car and cyclist stopped.
39	Nov 24, 2013 4:19 PM	Motorist just take off and wave sorry even if you fall
40	Nov 24, 2013 2:30 PM	There was no collision
41	Nov 24, 2013 1:15 PM	could not identify rider
42	Nov 24, 2013 1:12 PM	time beween incidents and police response would have been too long to apprehend the motorists
43	Nov 23, 2013 1:51 PM	I was forced from the road but not injured.
44	Nov 23, 2013 12:04 PM	Near miss by red light runner
45	Nov 13, 2013 2:10 PM	no answer provided
46	Nov 11, 2013 3:35 PM	in route to pick up son from school
47	Nov 11, 2013 3:06 PM	Wasn't hurt
48	Nov 7, 2013 3:46 PM	Neighbor on my street, I handled it myself.

49	Nov 6, 2013 9:02 PM	I was going to the park to exercise and I did not have my cell phone with me. Too bad I couldn't even take the number of his plate because everything happened so fast!
50	Nov 6, 2013 4:46 PM	no injuries, no contact made, just had to quickly move to prevent getting hit by inattentive driver
51	Nov 1, 2013 12:35 AM	Car moving to fast - did not have necessary info..
52	Oct 31, 2013 3:38 PM	Forced out of pathway, no injuries, did not consider it an emergency.
53	Oct 31, 2013 3:03 PM	No injury. Happened too quickly to get information.
54	Oct 31, 2013 2:30 PM	They drove off and I had to get to work
55	Oct 31, 2013 2:22 PM	the motorist did not stop
56	Oct 31, 2013 1:23 PM	Minor damage to my bike, no injury
57	Oct 30, 2013 5:57 PM	Did not get hurt.
58	Oct 30, 2013 5:00 PM	No injury-avoided collision
59	Oct 30, 2013 4:58 PM	motorist did not stop
60	Oct 29, 2013 12:19 PM	shooked and no phone and not sure what to do.
61	Oct 29, 2013 12:31 AM	Accident avoided-no harm done
62	Oct 28, 2013 7:48 PM	This happens all of the time - usually an accident driver not looking. If I get hit or feel it is intentional harrassment, I'll call police.
63	Oct 28, 2013 5:40 PM	What could they do ?
64	Oct 28, 2013 4:37 PM	No sidewaolk available
65	Oct 28, 2013 2:58 AM	forced from path and motorist kept going
66	Oct 27, 2013 5:22 PM	No physical injury
67	Oct 26, 2013 7:50 PM	I reoprt when I can and have lic number land scape trailor often are hard to see the plate, oncoming vehiles no plate and these days many of the worst drivers obscure their plates with dark or curved covers
68	Oct 26, 2013 11:25 AM	Motorist drove away
69	Oct 25, 2013 8:07 PM	Because they would have not did anything
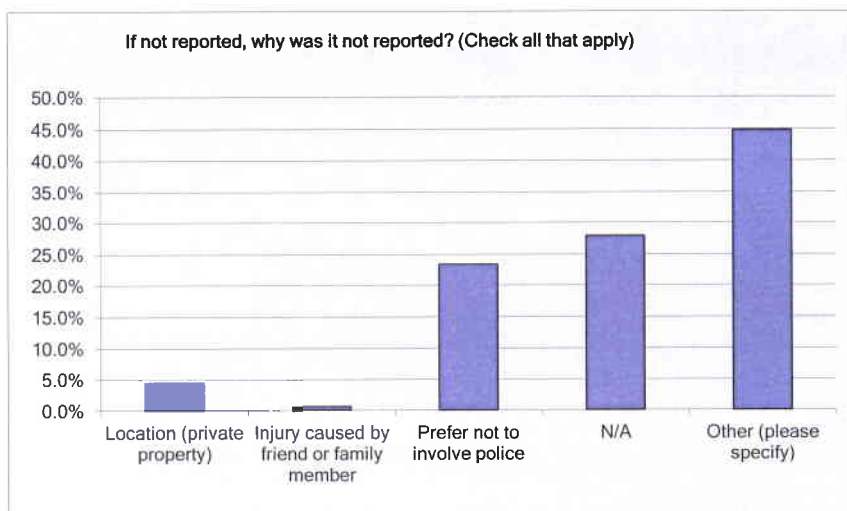
If not reported, why was it not reported? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

Do you walk or bicycle mostly on: (Check all that apply)

Answer Options	Response Percent	Response Count
Sidewalk	57.6%	179
Shoulder of paved road	29.3%	91
Multipurpose bicycle/walking path	26.7%	83
Bicycle lane (on street)	44.1%	137
Paved road (no shoulder)	26.7%	83
Paved road (no shoulder)	3.5%	11
Other (please specify)	3.9%	12
	answered question	311
	skipped question	79

Number	Response Date	Other (please specify)
1	Nov 26, 2013 12:39 AM	Off Road options for mountain bikes would be appreciated.
2	Nov 25, 2013 11:39 AM	The bike path is very dangerous to ride on.
3	Nov 24, 2013 3:58 PM	I bike daily and driveing decensively has worked so far. Drivers ignore bikers right and safety
4	Nov 24, 2013 2:40 PM	Quiet side streets
5	Nov 24, 2013 1:16 PM	on our rediculous 3' bike lanes some moron thought of.
6	Nov 7, 2013 3:53 PM	Unpaved streets in rural subdivision
7	Oct 30, 2013 5:48 PM	I will not ride on the roads in Collier County.
8	Oct 30, 2013 5:19 PM	I would never go on the bicycle lane it is suuuper dangerous
9	Oct 30, 2013 5:07 PM	on the grass side of the road-no sidewalks on Chokoloskee
10	Oct 30, 2013 5:00 PM	unpaved roads
11	Oct 28, 2013 6:01 PM	parking lot
12	Oct 28, 2013 4:04 PM	do not ride bike
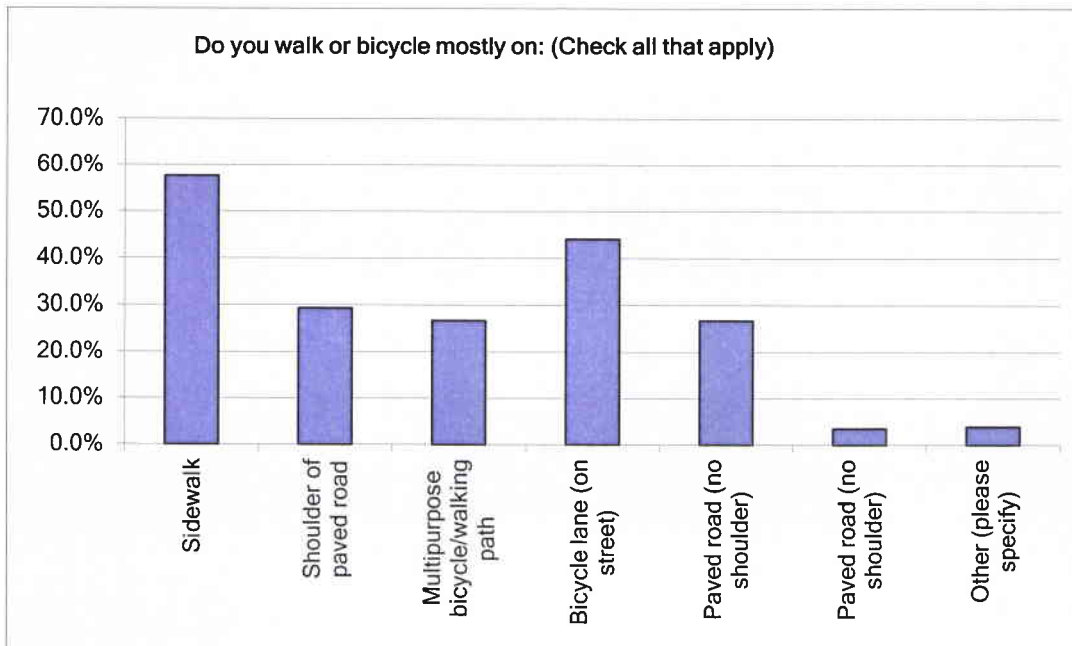
Do you walk or bicycle mostly on: (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

How often do/did you walk or bicycle on average?

Answer Options	Response Percent	Response Count
Often (2-7 days per week)	76.2%	237
Sometimes (1-4 days per month)	19.3%	60
Rarely (1-11 days per year)	4.5%	14
answered question		311
skipped question		79
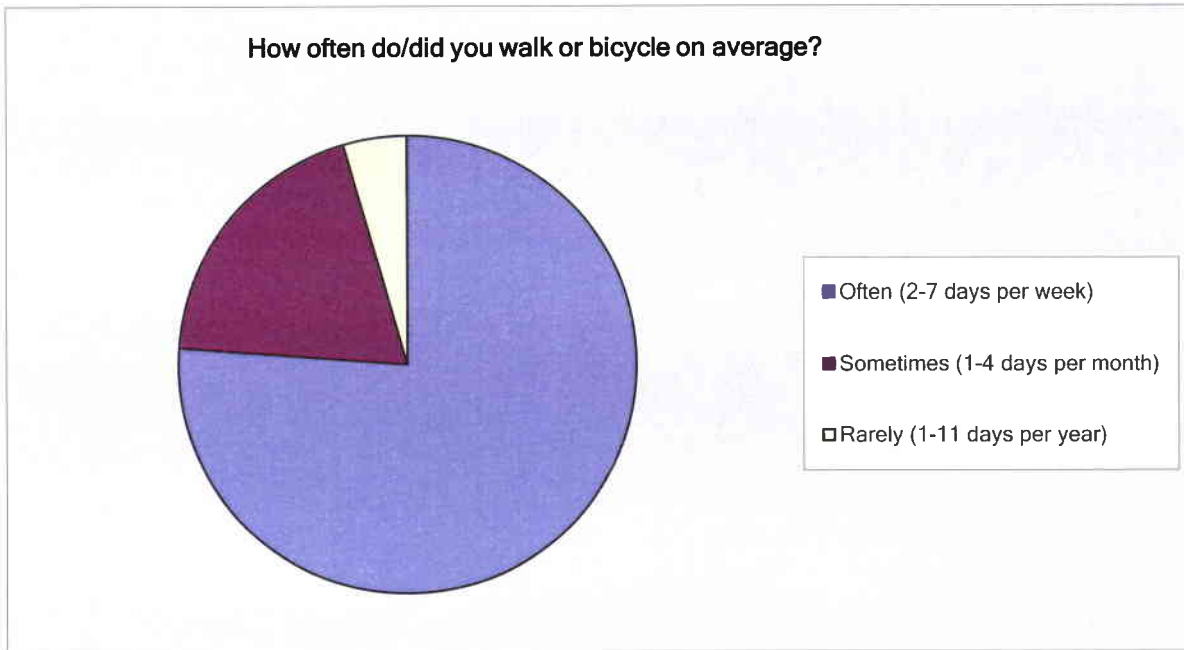
How often do/did you walk or bicycle on average?

- Often (2-7 days per week)
- Sometimes (1-4 days per month)
- Rarely (1-11 days per year)

Collier MPO Pedestrian and Bicycle Safety Study

What is your main reason(s) for walking or bicycling? (Check all that apply)

Answer Options	Response Percent	Response Count
Work/school	12.9%	40
Pleasure	54.3%	169
Exercise	75.6%	235
Errands (such as store or post office)	19.0%	59
Reach bus stop	2.3%	7
Other (please specify)	4.2%	13
	answered question	311
	skipped question	79

Number	Response Date	Other (please specify)
1	Nov 30, 2013 3:50 PM	Health
2	Nov 27, 2013 12:01 PM	no license at present
3	Nov 11, 2013 9:25 PM	n/a
4	Nov 11, 2013 3:15 PM	work
5	Nov 7, 2013 3:53 PM	I am training horses.
6	Nov 6, 2013 9:10 PM	attending the boy scouts club located in
7	Nov 1, 2013 12:43 AM	health reasons
8	Oct 30, 2013 6:48 PM	Walk my dog
9	Oct 30, 2013 5:07 PM	walk dog
10	Oct 29, 2013 2:44 PM	drop off for childcare
11	Oct 28, 2013 4:40 PM	walking to meet my ride
12	Oct 28, 2013 4:04 PM	do not ride bike
13	Oct 25, 2013 8:09 PM	Health reasons
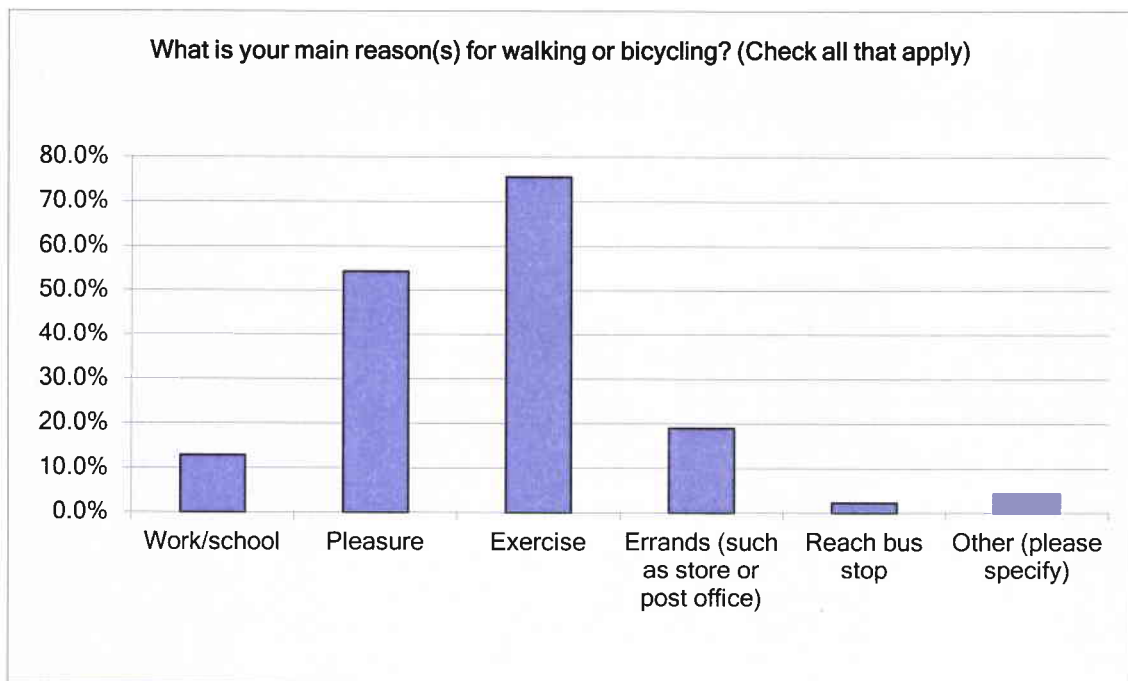
What is your main reason(s) for walking or bicycling? (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

If you choose NOT to walk or ride your bike, what are the main reasons? (Check all that apply)
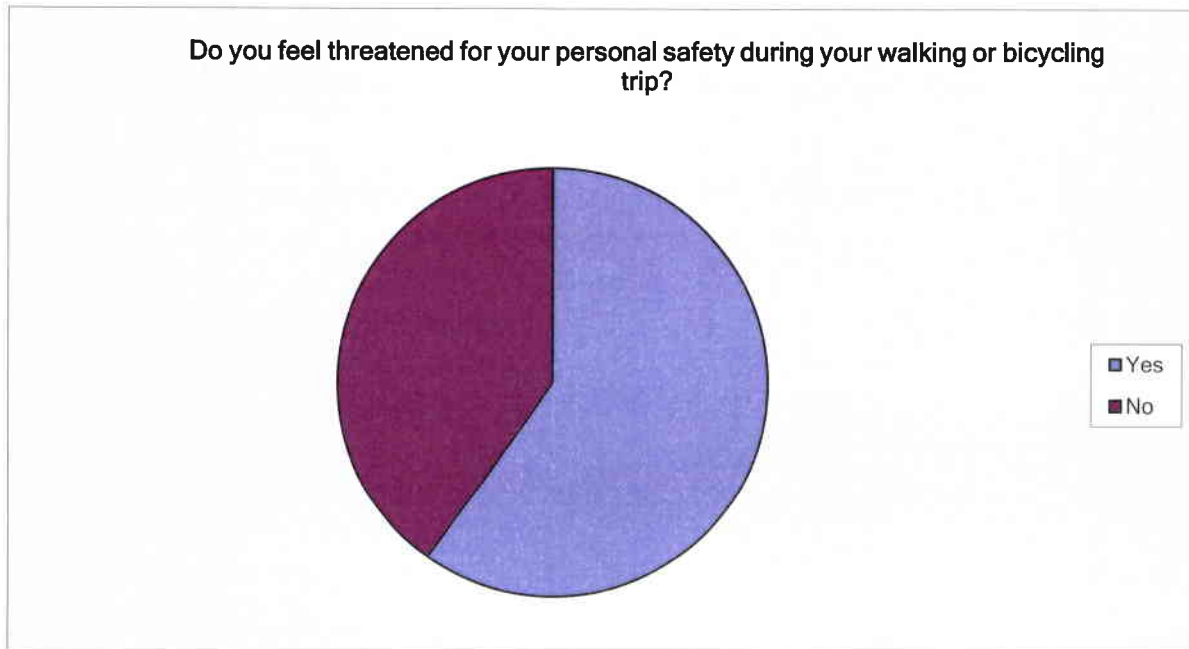
Answer Options	Response Percent	Response Count
Do not feel safe	32.5%	101
Sidewalk or bicycle lane is too crowded	11.3%	35
Facilities in disrepair (Please tell us the location in the	4.2%	13
Weather/climate conditions	36.0%	112
Insufficient time to reach my destination	19.0%	59
Lack of facilities (Please tell us the location in the space	4.8%	15
N/A	19.3%	60
Other (please specify)	14.1%	44
	answered question	311
	skipped question	79

Number	Response Date	Other (please specify)
1	Dec 2, 2013 5:17 PM	Places to lock the bicycle
2	Dec 2, 2013 12:45 PM	No bike lanes south of pine ridge on livingston
3	Nov 30, 2013 4:05 AM	Disrepair: north Gulfshore blvd; south Gulfshore blvd
4	Nov 30, 2013 3:38 AM	Vanderbilt Drive - no bike lane
5	Nov 29, 2013 11:07 PM	Intermittent bike lanes and sidewalks are too congested
6	Nov 29, 2013 10:56 PM	unsafe to ride on streets without buke lanes
7	Nov 29, 2013 10:38 PM	many disconnects over the entire Collier's Reserve grid
8	Nov 28, 2013 2:00 AM	East Naples US 41 east within a mile in all directions of Courthouse
9	Nov 27, 2013 12:01 PM	not proper bike path between Marco Island and Gooodland
10	Nov 27, 2013 11:21 AM	Asphalt torn up in bike lane by burger king on san marco. Grass is growing into bike lanes in several places on san marco. Bike lane heading west on San Marco just pass barfield often has standing water in it
11	Nov 25, 2013 1:12 PM	Collier Blvd. at 17th Ave SW - no space for people to wait safely for CAT bus
12	Nov 24, 2013 5:27 PM	Worthington St to Mackle Park, no sidewalks
13	Nov 24, 2013 2:40 PM	I choose not to ride every day, mix up my work outs
14	Nov 24, 2013 2:13 PM	Many sidewalks in disrepair & empty lots with no sidewalks.
15	Nov 24, 2013 1:16 PM	our bike lanes are too narrow with no buffer to cars
16	Nov 24, 2013 12:50 PM	Too dangerous to bike in path alongside roadway
17	Nov 24, 2013 12:12 PM	Narrow sidewalks all over Marco.
18	Nov 23, 2013 1:58 PM	San Marco Drive with no shared use path, parts of Collier Blvd., Barfield no shared use path.
19	Nov 13, 2013 2:12 PM	no answer
20	Nov 11, 2013 9:25 PM	n/a
21	Nov 11, 2013 9:20 PM	gas
22	Nov 11, 2013 9:16 PM	lights
23	Nov 11, 2013 8:43 PM	no time
24	Nov 11, 2013 8:09 PM	tired
25	Nov 11, 2013 8:07 PM	No bike
26	Nov 11, 2013 7:58 PM	Didn't want to
27	Nov 7, 2013 3:53 PM	It is dark when I get home, so most of my walking is in the pasture.
28	Nov 6, 2013 5:38 PM	Only walking; no access to a bicycle
29	Nov 4, 2013 10:26 PM	In season a big problem
30	Nov 1, 2013 8:54 PM	lack bike lane
31	Oct 31, 2013 3:43 PM	Most, if not all of Immokalee lacks bike lanes.
32	Oct 30, 2013 9:40 PM	I do not feel comfortable riding my bike in the shared road lane
33	Oct 30, 2013 6:48 PM	no bicycle lane
34	Oct 30, 2013 5:48 PM	Sidewalks are incomplete
35	Oct 30, 2013 5:19 PM	bike lanes are too narrow and dangerous
36	Oct 30, 2013 5:00 PM	unpaved roads in Eastern Collier County
37	Oct 28, 2013 7:52 PM	Gulfshore Blvd in city limits - road is awful.
38	Oct 28, 2013 6:01 PM	by the time I get out of work and cook dinner it's too late.
39	Oct 28, 2013 5:42 PM	Dangerous to ride in Bike Lanes during rush hour, no lanes on Immokolee Rd as path is unfinished
40	Oct 28, 2013 4:40 PM	No sidewalks available for walking
41	Oct 28, 2013 2:56 PM	US 41 East (east of Naples) has no bike lanes and the shoulders have rumble strips. The US 41 East bike lanes within the City of Naples are full of debris and I get a flat almost every time I ride there.
42	Oct 28, 2013 12:21 PM	Street too busy very hard and time consuming to cross
43	Oct 28, 2013 3:09 AM	no N/S sidewalks/lanes in Naples Park - NOT SAFE
44	Oct 25, 2013 8:43 PM	Avoid some roads due to glass on shoulder or bike lane

Collier MPO Pedestrian and Bicycle Safety Study

Do you feel threatened for your personal safety during your walking or bicycling trip?

Answer Options	Response Percent	Response Count
Yes	59.8%	186
No	40.2%	125
answered question		311
skipped question		79

Do you feel threatened for your personal safety during your walking or bicycling trip?

Collier MPO Pedestrian and Bicycle Safety Study

If yes, did you feel threatened due to: (Check all that apply)

Answer Options	Response Percent	Response Count	
Motorists	61.7%	166	
Dogs/other animals	10.4%	28	
Uneven travel surface	14.1%	38	
Potential for crime	5.9%	16	
Too much pedestrian or bicycle	8.9%	24	
N/A	26.8%	72	
Other (please specify)	8.2%	22	
	answered question		269
	skipped question		121

Number	Response Date	Other (please specify)
1	Dec 1, 2013 2:56 AM	no safe path
2	Nov 29, 2013 10:56 PM	weather
3	Nov 29, 2013 10:52 PM	Fear of motorist not paying attention (seniors, tourists, alcohol, texters)
4	Nov 29, 2013 10:38 PM	Huge amount of debris in bike lanes and on roads
5	Nov 29, 2013 10:30 PM	Runners/walkers in bike lanes going wrong way and using personal audio, unable to hear
6	Nov 28, 2013 2:00 AM	Lack of signs for bikes and motorists
7	Nov 27, 2013 2:03 PM	walkers annoyed by bikers
8	Nov 27, 2013 1:16 PM	Bicyclists that do not follow rules of the road
9	Nov 27, 2013 12:43 PM	Sprinklers
10	Nov 27, 2013 3:35 AM	Shrubbery Blocking view of driveways while on sidewalk.
11	Nov 25, 2013 12:32 PM	Bicycle traffic ignoring pedestrian traffic
12	Nov 24, 2013 5:27 PM	only when cycling
13	Nov 24, 2013 1:45 PM	bicycles
14	Nov 24, 2013 1:25 PM	inconsiderate bicycle riders
15	Nov 23, 2013 1:58 PM	Many intersections are not properly marked on Marco Island.
16	Nov 8, 2013 8:20 PM	multiple animal incidents
17	Nov 1, 2013 12:43 AM	Speeding motorist...
18	Oct 31, 2013 3:43 PM	No bike lane. At night or early morning, SR 29 near Village Oaks Elementary is extremely dark.
19	Oct 31, 2013 2:33 PM	not sufficient paths or motorist awareness
20	Oct 30, 2013 5:48 PM	Nearly everyone I know who rides a bicycle in Collier county has been hit by a car.
21	Oct 30, 2013 5:07 PM	golf carts on the road
22	Oct 28, 2013 4:40 PM	walking in the path of motorists
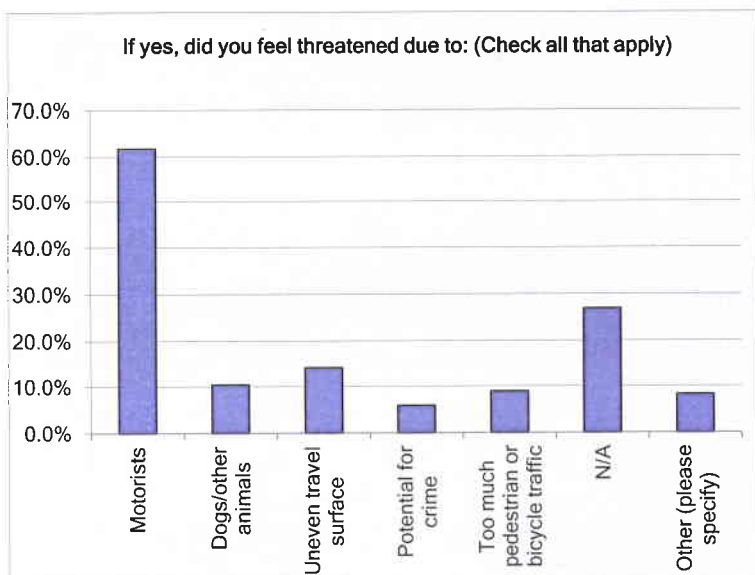
If yes, did you feel threatened due to: (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

If motorists caused the feeling of being threatened, was it due to: (Check all that apply)

Answer Options	Response Percent	Response Count
Motorist cut me off	30.5%	95
Motorist drove very close to me	49.2%	153
Motorist honked at me	20.6%	64
Motorist almost hit me/near miss	30.9%	96
Motorists driving too fast	35.7%	111
Motorist entered intersection without looking	34.7%	108
Just the presence of motorists was threatening	9.0%	28
N/A	25.7%	80
Other (please specify)	6.8%	21
	answered question	311
	skipped question	79

Number	Response Date	Other (please specify)
1	Dec 2, 2013 5:11 PM	Motorists not paying attention and/or thinking they own the road
2	Nov 30, 2013 7:45 PM	Distracted drivers
3	Nov 30, 2013 3:38 AM	Wrap-around sunglasses and oxygen...scary
4	Nov 29, 2013 11:07 PM	If bike lanes are not available & sidewalks are congested this forces me to using the shoulder of the which can be extremely dangerous.
5	Nov 29, 2013 10:38 PM	trailers driving with wheels in the bike lane
6	Nov 27, 2013 6:20 PM	Car going into the bike lane on the opposite side while passing
7	Nov 25, 2013 1:12 PM	Lack of safe facilities for ped/bike/horses and bus stop
8	Nov 25, 2013 12:32 PM	Traffic moves too fast over Smoke House Bridge/drive much faster than the posted speed limit. No enforcement!
9	Nov 24, 2013 5:27 PM	this happens often
10	Nov 24, 2013 2:40 PM	Motorists do not respect bicyclists
11	Nov 24, 2013 2:13 PM	Motorist not observing crosswalks on green lights.
12	Nov 24, 2013 1:16 PM	it's not the motorist's fault that the lanes are too close
13	Oct 31, 2013 4:33 PM	no bike path on street to get to the bike path
14	Oct 31, 2013 2:33 PM	Motorists are VERY unaware of laws and often dont know right of way or even look for you
15	Oct 30, 2013 6:48 PM	not enough bike lanes
16	Oct 30, 2013 6:33 PM	not paying attention, texting or talking on phone
17	Oct 30, 2013 5:48 PM	as evidenced by the way people drive in this county.
18	Oct 29, 2013 12:37 PM	signal for bicycle to cross not realized by motorist at barfield and san marco, marco island
19	Oct 29, 2013 12:42 AM	Motorist commenced left turn into driveway immediately in front of my path - this was at night & my bike was lighted front & rear.
20	Oct 28, 2013 12:21 PM	They don't look to the right when making a right turn even if the pedestrian light is green
21	Oct 28, 2013 3:09 AM	RUNNING STOP SIGNS & CROSSWALKS
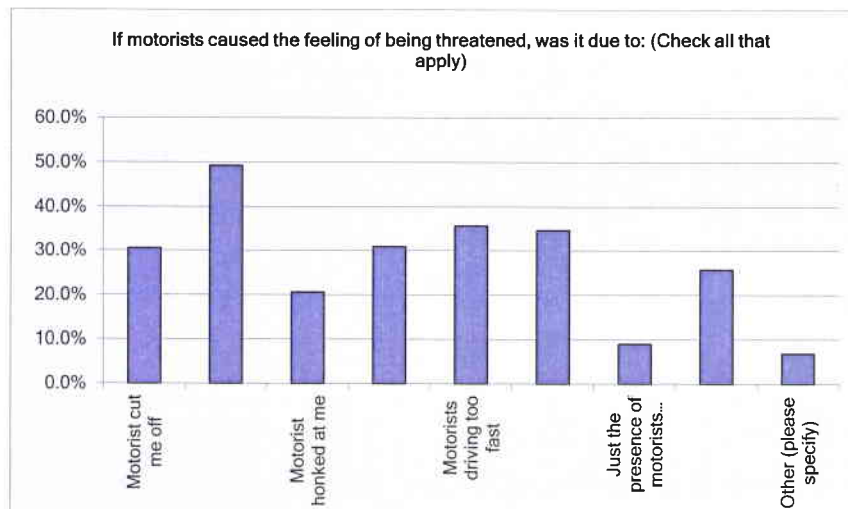
If motorists caused the feeling of being threatened, was it due to: (Check all that apply)

Collier MPO Pedestrian and Bicycle Safety Study

What changes would you like to see in your community? (Check all that apply)

Answer Options	Response Percent	Response Count
More crosswalks	11.6%	36
More lights on street	18.6%	58
More lights on paths/trails	13.8%	43
More sidewalks	32.5%	101
More multipurpose bicycle/walking paths	52.1%	162
More bicycle lanes	54.3%	169
Wider sidewalks	22.5%	70
More pedestrian or bicyclist signage	26.7%	83
Don't allow bicycles on sidewalks	9.6%	30
More lights on paths/trails	7.1%	22
Other (please specify)	15.1%	47
	answered question	311
	skipped question	79

Number	Response Date	Other (please specify)
1	Dec 3, 2013 2:44 AM	Dirt trails for running/biking.
2	Dec 2, 2013 1:16 PM	Education on the rules of riding a bike. Too many times I see people going against traffic instead of with traffic.
3	Nov 30, 2013 7:45 PM	Increase motorist awareness; enforce speed limit
4	Nov 30, 2013 1:20 PM	Less government involvement in the issue. Let the private sector take care of bicycle/walking needs if the exist.
5	Nov 30, 2013 1:16 PM	Less government involvement in the issue.
6	Nov 30, 2013 4:29 AM	Wider shoulders
7	Nov 30, 2013 4:05 AM	Don't allow walkers or runners in bike lanes
8	Nov 30, 2013 12:22 AM	Cleaner bike paths
9	Nov 29, 2013 11:12 PM	Enforce existing laws and don't treat cyclists and pedestrians like they belong.
10	Nov 29, 2013 10:56 PM	enforcemant of drivers that threaten bicyclist
11	Nov 29, 2013 10:38 PM	Clean bike lanes, wider , with buffer zones
12	Nov 29, 2013 10:11 PM	None
13	Nov 27, 2013 6:20 PM	Better police enforcement of traffic laws.
14	Nov 27, 2013 5:07 PM	Awareness program for motorists stopping before the crosswalk and looking both ways
15	Nov 27, 2013 12:01 PM	bicycle paths in remote areas
16	Nov 27, 2013 11:21 AM	More lights on san marco out to high school and goodland
17	Nov 27, 2013 3:35 AM	Hard law enforcement of motorist not STOPPING at redlights or stop signs.
18	Nov 26, 2013 12:38 PM	Motorist awareness
19	Nov 26, 2013 12:39 AM	Please do NOT mix pedestrians and cyclists.
20	Nov 25, 2013 1:12 PM	more multipurpose/recreational paths in rural and semi rural areas - does not have to be concrete
21	Nov 25, 2013 12:32 PM	Insist the police enforce the speed limit. Insist bicyclists stop at cross walks when auto traffic is in crosswalk
22	Nov 25, 2013 2:09 AM	More education of both cyclists and motorists of the law and responsibilities of both.
23	Nov 24, 2013 5:10 PM	bicycle lanes need to be wider.
24	Nov 24, 2013 4:26 PM	More Inforcemeat of crosswalk motorist violations
25	Nov 24, 2013 2:40 PM	More signs that remind motorists to leave 3' between the car and the bicyclists and remind them to yield when appropriate
26	Nov 24, 2013 2:13 PM	All empty lots should be required to install concrete sidewalks.
27	Nov 24, 2013 1:45 PM	if a bike path is present, signage to say "No Bicycles On Sidewalk"
28	Nov 11, 2013 9:12 PM	n/a
29	Nov 11, 2013 8:47 PM	n/a
30	Nov 11, 2013 8:07 PM	more free landscape
31	Nov 11, 2013 7:58 PM	n/a
32	Nov 11, 2013 3:32 PM	bike education
33	Nov 7, 2013 3:53 PM	We need horse trails, where I am there are several people with horses and no safe place to ride them.
34	Nov 5, 2013 2:25 PM	If paths are shared with pedestrians they must be wide enough for passing safely.
35	Nov 4, 2013 10:26 PM	Wider and more bike lanes and wider lanes dedicated to bikes, too many walkers on shared paths.
36	Nov 4, 2013 1:09 PM	Stricter bicycle law enforcement and education
37	Oct 31, 2013 7:42 PM	more bikers and walkers would help to make a better bike/walker community
38	Oct 31, 2013 2:33 PM	Involvement in community education of ped bicyclists and accountability put on mortorists
39	Oct 31, 2013 12:18 PM	allow bicycles on sidewalks, but teach people appropriate ways to ride. Bikes should not ride AGAINST TRAFFIC EVER and people doing so SHOULD BE PUNISHED for doing so. Also, walkers and runners should be going against traffic, not with.
40	Oct 30, 2013 6:33 PM	no bicyles lanes on the major roads, Pineridge and rt 75 has obstructed view of bike lane if a large vehicle is in line with the entrance ramp
41	Oct 30, 2013 5:48 PM	We need bicycle trails or paths in our communities that are not part of the roadways.
42	Oct 28, 2013 7:52 PM	Pedestrian crosswalks in Pelican Bay are obnoxiously rough for bicycles - the cobblestones. Assume this was intentional.
43	Oct 28, 2013 4:38 PM	Campaign to encourage motorists to stop before the crosswalks and keep pedestrians from wearing music earplugs
44	Oct 28, 2013 3:09 AM	More enforecement of stop lines, stop signs & residential speed limits during season
45	Oct 28, 2013 12:53 AM	In areas where sidewalk is the only alternative, make the sidewalk into a PAVED wide pathway; asphalt easier on the knees for peds & smoother for cyclists
46	Oct 26, 2013 8:03 PM	better driver education and enforcement
47	Oct 25, 2013 8:43 PM	Kepp the streets clean

Collier MPO Pedestrian and Bicycle Safety Study

Please enter you comments below. (Optional)

Answer Options	Response Count
	74
answered question	74
skipped question	316

Number	Response Date	Response Text
1	Dec 3, 2013 2:44 AM	I would love to see dirt trails. Running on sidewalks is hard on the knees, and dirt paths are 100% healthier. The few dirt paths I could find in state forests are either too short, runners aren't allowed, or I run the risk of being mauled by an alligator, panther or bear. None of these are appealing. Dirt trails longer than 2 miles would be WONDERFUL!!
2	Dec 2, 2013 11:21 PM	In the areas with wider sidewalks, there is more walking and biking, which is good as there are no bike lanes. They are safer because cars can't get that close to cause damage....usually.
3	Dec 2, 2013 5:11 PM	I run with a stroller and the gross majority of the sidewalks (if in existance) are made to look decorative and it is too difficult to run and push a stroller safely on them.
4	Dec 2, 2013 12:35 PM	I'm a runner and I actually have more issues with cyclists on the sidewalk than with motorists. Cyclists don't feel safe biking on the road (and I don't blame them) but then they ride on the sidewalk and force me off or I have to stop to let them pass. Especially a concern when I run early morning and its dark if the cyclist doesn't have lights.
5	Nov 30, 2013 9:04 PM	We need more bike/walking trails throughout Collier County
6	Nov 30, 2013 7:45 PM	You can't make it 100% safe but increased motorist awareness of walkers, runners and cyclists would help. Enforcement of speed limit on neighborhood streets would go a long way to making them feel safer.
7	Nov 30, 2013 6:47 PM	As an experienced rider, I find Naples very bicycle friendly. I've not (yet) experienced harassment or threats from motorists, but one has to keep alert and not take chances in traffic, esp. at intersections.
8	Nov 30, 2013 6:14 PM	Livingston Road from Pine Ridge to Radio Road should have bike path. There is ample room to do so, and it would safely complete the route from Radio Rd to Estero/Ft. Myers. The road is wide enough to contain the bike path on both N and S sides. This area is very heavily traveled, but is a prime route for bicycle riders and would make it a much safer route.
9	Nov 30, 2013 3:50 PM	Need to educate the motorist.
10	Nov 30, 2013 12:33 PM	Thank you for what you do
11	Nov 30, 2013 12:18 PM	Need more pathways like the Rich King pathway
12	Nov 30, 2013 4:17 AM	Bicycles May Use Full Lane' signs are gaining popularity across the country. When no bike lane is present, would be nice to have these signs.
13	Nov 30, 2013 3:38 AM	I don't like to ride on sidewalks, but there are times during season that I feel I have to for safety's sake
14	Nov 30, 2013 1:27 AM	More education about the health and economic benefits of biking/pedestrian trails might reduce opposition and encourage more government attention to improving biking/walking/running safety and participation in Collier County.
15	Nov 29, 2013 11:34 PM	Collier County is a wonderful place to Cycle, with or without other Riders. The sport of 'Serious Cycling' requires total concentration and Focus while on the Bike(always with a helmet). The element of vehicular traffic is so serious with so many people from all over the world having fun and often rather distracted behind the wheel. The health benefits of exercise and friendship are fantastic. Any efforts to facilitate a better environment for Cyclists and drivers of Motor Vehicles would be appreciated. The connectivity of the Bike Lanes in Collier County are definitely in need of improvement! Too many gaps that leave cyclists vulnerable in traffic. Any doubts? Get on a bike and you will 'self educate in minutes! Thank You. Take Care, Pete
16	Nov 29, 2013 11:21 PM	Don't like multi-purpose walking/bike/roller blade sidewalks as they are too crowded for bicyclists and walkers or people with baby strollers. North Collier has no bike lane and t is dangerous to cross if there is no crosswalks.
17	Nov 29, 2013 11:07 PM	We need more bike lanes to connect existing bike lanes. Example: I live in Golden Gate and weekly ride to the ocean. I generally take Golden Gate Parkway to Airport Rd then I'm forced onto the sidewalk from Airport Rd all the way to Mooring Line Dr. Riding a road bike on a sidewalk especially a narrow, uneven, congested sidewalk is extremely hazardous.
18	Nov 29, 2013 11:02 PM	Motorists seem to not know the difference with bike paths and where cars AND bikes must share the lane
19	Nov 29, 2013 10:56 PM	Please repair pot holes on gulf shore blvd near and south of beach club
20	Nov 29, 2013 10:55 PM	motorist need more education on cyclist rights to the road.

Appendix C

21	Nov 29, 2013 10:52 PM	Nationally, ALL bike lanes should be entirely GREEN, not an occasonal painted bicycle outline (trust, they're fairly ignored). Roadways that must share (vehicle/bicycle), should have GREEN intermittent stripe (same look as the yellow passing lane strips that vehicles have),. Intermittent should be THREE feet into the roadway. Aside from motorists recognizing the bicycle lane, cyclists are often driving through sewer-cap drops, tree branches and side of the road junk.
22	Nov 29, 2013 10:38 PM	Collier's County and Naples City have done a great job in the past 12 years to build an improving Bike lanes/grid infrastructure , However there are major issues to be addressed with lot of disconnects in the grid, creating dangerous spots/zones , huge debris in bike lanes and lack of overal motorists and outdoor workers culture to safely share the road with bikers
23	Nov 29, 2013 10:34 PM	Education is needed for cyclists and motorists alike. I ride about 250 miles/week and see many infractions from both the cyclist and the motorist. Most of the vehicle issues are either ignorance on who has the right-of-way at an intersection or texting while driving. Issues with cyclists most frequently observed is riding the wrong way on a sidewalk (it's a sideWALK, not sideRIDE) and entering an intersection)when autos aren't prepared for them to come from the right...
24	Nov 28, 2013 4:28 AM	Bicyclists and pedestrians should be allowed to share the sidewalks without the pedestrians thinking they own the sidewalk.
25	Nov 28, 2013 2:00 AM	Thanks for this survey
26	Nov 27, 2013 9:13 PM	Some drivers dont know that they need to give cyclists a clear space of 3 feet when passing. I sometimes ride on Landmark and cars pass far too close.
27	Nov 27, 2013 6:20 PM	Police should be responsible for all unsafe conditions. Code enforcement takes too long.
28	Nov 27, 2013 5:07 PM	Headphones are a big detriment to enjoyable biking. Most pedestrians have them plugged into their ears, even some bicyclists and motorists. Pedestrians hear nothing on Marco and wonder why they are struck by cars and bikes.
29	Nov 27, 2013 2:48 PM	Cyclists should follow all road rules.Cyclists should wear helmets.Cycle lights at night
30	Nov 27, 2013 12:01 PM	too many sidewalks are uneven or broken. at night, some bike riders don't use lights
31	Nov 27, 2013 11:44 AM	Multipurpose sidewalks are not safe for the walker or cyclist. I will not use this on my bike when it hits tourist season.
32	Nov 27, 2013 11:21 AM	I heard multi purpose path is in tye works heading out from publix on barfield out to goodland via san marco. That will be wonderful. You are doing a great job!
33	Nov 27, 2013 3:35 AM	We continue to have "accidents" as long as motorists believe that STOP signs and right turn on RED do not mean coming to a full Stop behind the Wide White line before the crosswalks. The belief seems to be that rolling stops are acceptable in our society.
34	Nov 26, 2013 12:39 AM	There are too many roads with no bike lane (or even a shoulder - s.a. Vanderbilt Dr.) in Collier. There are also very few roads that bicycle commuters can take to cross town North to South and East to West. For example, no safe bike travel along 41, Goodlette, Airport and only parts of Livingston Road. East and west - only Golden Gate & Vanderbilt Beach Road offer bike lanes. There's no safe travel south of Golden Gate (41) or along Immokalee (west of 951). Traffic is not aware of the 3' minimum safe distance law and motorized traffic is most often exceeding the posted limit on these connector roads. 〇〇 Thank you for posting this survey and looking into this matter.
35	Nov 25, 2013 12:32 PM	Bike traffic is to fast! Police do not enforce the speed limit. Bicycles do not stop before crossing streets. (High risk!) propose the City set bike speed limits, enforce speed limit for cars and bike traffic, educate.
36	Nov 24, 2013 5:34 PM	During "season" it gets so crazy on Marco Island for my safety I cut back my bike riding and try to ride in areas with slow, light traffic.
37	Nov 24, 2013 5:27 PM	Motorists tend to look one way only at an intersection and fail to see those on bicycles or walking
38	Nov 24, 2013 4:26 PM	On almost every 10 mile bike ride at least 1 motorist pulls out through a cross walk without looking both ways. In a few cases my wife and I were both forced into the bushes to avoid being run over
39	Nov 24, 2013 3:58 PM	Biking on streets bike paths like Barfield is a death wish. Lets face it many drivers are older like me and may not drive as well as they use to
40	Nov 24, 2013 2:40 PM	We have moved here from Colorado, which has a strong biking culture. A big part of the problem here is that many motorist do not respect bicyclists and view them as a nuisance. Efforts should be made to educate the public regarding the law, i.e., bicyclists' rights to ride on streets, the 3' buffer zone for bicyclists, etc. In the incident listed above, the motorist repeatedly honked his horn, once when he was next to me. I gestured my displeasure with his actions. He stopped and we had a heated discussion. The gist of his position was that I had no right to be on the road and when he honked his horn I should have scurried onto the sidewalk. This particular stretch of Marco road has two signs one marking it as a bike path and another that reminds motorists to share the road. Apparently this signage is not enough. I do not believe most motorists know it is legal to cross a double yellow line in order to pass a bicyclist -- they would prefer to run the bicyclist down than cross the double yellow. More education would be helpful.

		It is ridiculous that Marco only has wide multi-use sidewalks in a few areas. Even all main roads do not have multi-use walks - San Marcos, South Heathwood, Winterberry - and many lesser streets have sidewalks in disrepair or lots with no sidewalks, also empty lots with no proper trimming of a walk. There should be wide multi-use walks everywhere and on both sides of the street. Also, bike lanes are too narrow to be considered safe.
41	Nov 24, 2013 2:13 PM	Too many people walk in the bike lanes. And, there are many places where construction vehicles are blocking the sidewalks and police do nothing to enforce keeping the walks clear (some owners also block sidewalks with their cars/trucks.
42	Nov 24, 2013 1:25 PM	I live at 1678 San Marco Rd. There is a very nice bike path on San Marco in addition to very nice sidewalks. WHY ARE BICYCLES ALLOWED ON THE SIDEWALKS?? Seems to me cars belong on the road, bicycles on the bike path and pedestrians on the side walk. What am I missing?
43	Nov 24, 2013 1:16 PM	whoever thought of Marco Island's cross walk is another idiot that thinks they know everything. Try riding on them and see.
44	Nov 24, 2013 1:13 PM	Bike lanes must be on all roads. Max speed for any road can't be over 30 mph. Too much traffic!
45	Nov 23, 2013 1:58 PM	Marco Island is a wonderful place to bicycle. Keep the improvements coming. Biggest issue are the intersections. Bike lanes stop just before the intersections leaving bicycles and motorists not knowing how to proceed.
46	Nov 11, 2013 3:23 PM	As a driver, many bicycles on Shadowlawn/Estey Ave that are difficult to see - need better lights along there.
47	Nov 7, 2013 3:53 PM	My parents bought property in 1966 in order for me to have and train horses. When it was bought, we were surrounded by woods and plenty of trails to ride them one, the roads around us were safe to ride on. Now, subdivisions surround us and traffic is horrible.
48	Nov 6, 2013 9:10 PM	After the experience I had two years ago I rarely walk because there is no sidewalks, not enough lighning, and I feel unsafe.
49	Nov 5, 2013 2:25 PM	I enjoy being active and riding a bicycle vs. taking the car. It is great exercise and helps reduce motorist traffic. However I never feel relaxed or very safe while riding on Marco Island. I always wear a helmet and a very bright florescent shirt and follow the rules in order to do my best to avoid being involved in an accident.
50	Nov 4, 2013 10:26 PM	Please hurry as way too many close calls on my bike so and I cut back on my riding during the season and drive my car to do errands. Thanks for your help.
51	Nov 4, 2013 1:09 PM	I frequently see cyclists riding in the wrong direction in the bike lane on an arterial roadway; an extremely dangerous condition. Vehicles frequently have their view obstructed (be a vehicle in front) and can not see the on-coming cyclist and have little time to react , e.g., crossing over the bike lane while entering a turn-lane. Law enforcement personel should stop the offending cyclist and explain the dangers of riding against traffic. Additionaly, public service announcements on TV showing the dangers of riding against traffic would als be beneficial.-
52	Nov 1, 2013 12:20 PM	We like to try to be healthy, and realease stress, and this is the way we do it.
53	Nov 1, 2013 12:43 AM	It would be nice to have some type of barrier to warn drivers the are to close to the bike lane and should give the bicyclist a chance to enjoy his ride...
54	Oct 31, 2013 7:42 PM	I think that we need to complete the path (whether itis sidewalks or bike paths to enhance safety. Additionally, the more facilites are used the more drivers will begin to expect them along side of them on the road and hopefully be more caucious.
55	Oct 31, 2013 3:43 PM	A great majorirty of Immokalee residents walk or bike to get to a location. Also, many (including myself) avoid walking or biking due to the lack of sidewalks and bike lanes.
56	Oct 31, 2013 2:28 PM	More signage especially in neighborhoods where persons with low vision live alerting motorists to blind people/children/bicycles/ pedestrians. More signage reminding motorists to yield to pedestrians and bicycles in crosswalks.
57	Oct 30, 2013 8:08 PM	people around here don't always respect bicycles and pedestrians. the culture needs to change for some people
58	Oct 30, 2013 6:04 PM	I hope this survey is not in vain. Because we do need more bicycle lanes.
59	Oct 30, 2013 5:48 PM	Given all the other things Collier County government chooses to spend money on, the least they could do is spend some portion of funding on the creation of bicycle paths off the roadways similar to what other counties have done. Pinellas County is a great example. Bike paths would offer people a safe and healthy opportunity for more exercise.
60	Oct 30, 2013 5:19 PM	please place lights on the states!!
61	Oct 30, 2013 5:07 PM	I see kids riding their bikes in Chokoloskee on the road all day and sometimes after dark and high school kids jogging at sunset when it is cooler-also on the road which I think is very unsafe.
62	Oct 29, 2013 12:26 PM	Alot of people do not pay attention while driving but also there are issues with the pedestrians that walk all over the road even it there is a sidewalk to walk along.

63	Oct 29, 2013 12:42 AM	Drivers frequently pull past stop line at intersections, looking to left for cross, right-of-way traffic before turning right or crossing a street, failing to look for cyclists legally crossing with a green light, i.e., 'stopping on red' (often a 'rolling stop'), only to look briefly to left for right-of-way motorized vehicles, not considering possible approach of cyclists on right, who might be crossing the intersection perpendicular to the right-turn vehicle, or turning right with the right-hand-turning vehicle.
64	Oct 28, 2013 4:40 PM	Not walker friendly
65	Oct 28, 2013 4:38 PM	Two most dangerous problems: Motorists who cross the crosswalk without stopping and then look only one way. Joggers and walkers with earphones oblivious to the world.
66	Oct 28, 2013 4:04 PM	Immokalee needs more traffic lights
67	Oct 28, 2013 2:56 PM	Motorists do not understand the traffic laws. They believe that cyclists should not be on the roadways. There should be more public education as to the rights of cyclists to use the roadways.
68	Oct 28, 2013 12:26 PM	Many roads in Immokalee do not have sidewalks and yet are often traveled by many bicyclists/pedestrians. Many roads are very dark with little/no lights. This is unacceptable.
69	Oct 28, 2013 12:21 PM	Although I am a bike rider(as well as pedestrian) I think that many bike riders, especially the "sport" ones think they are cars when it suits them and bikes when its easier. I do not like to see bike riders on Immokalee road on the street and riding across intersections like they were cars. Even though I am very aware ok bikers, often you don't see them next to you crossing the street and there is not suffient room to pass them. It is a dangerous situation.
70	Oct 28, 2013 3:09 AM	Traffic enforcement is MOST important to be be put on steroids during season -- the driving gets worse, the # of drivers multiplies, and the # of walkers/bicyclists increases. It shouldn't be status quo, there should be a surge when they first come to catch all the crosswalk runners and remind them all of the speed limit and what the yellow and white lines mean and no changing lanes in the intersections, etc. Then surge again after Christmas with the next wave of snowbirds to remind the latecomers. It keeps them safe and schoolkids and the streets in general. Plus it would keep the road rage down.
71	Oct 27, 2013 5:25 PM	We need to educate motorist on how to drive safely along with cyclists. Runners need to be educated oh how to use bicycle lanes.
72	Oct 27, 2013 4:03 AM	More signage reminding motorists turning right on red to yield to people in crosswalks would help. I wrote "people" on purpose and not pedestrians because I want to include bicyclists, people in wheelchairs and in baby strollers.
73	Oct 26, 2013 8:03 PM	Naples area is a great place to bike but a very small percentage of the drivers are very hostile to bikes. There is the growing threat of distracted drivers. Law enforcement will not enforce laws against agressive drivers
74	Oct 26, 2013 11:33 AM	Landscaping truck was not paying attention and ran me off the road and into the swale, and kept on going. I fell over injuring my wrist and damaging my bike. Seagrape does not have a paved shoulder and is very dangerous.

Collier MPO Pedestrian and Bicycle Safety Study

Name: (Optional)

Answer Options	Response Count
	91
answered question	91
skipped question	299

Number	Response Date	Response Text
1	Dec 3, 2013 2:44 AM	Alma R. McDermott
2	Dec 2, 2013 1:13 PM	Deborah Johnson
3	Dec 2, 2013 12:35 PM	Erin Barcomb
4	Dec 2, 2013 12:09 PM	Erik Kellar
5	Nov 30, 2013 9:04 PM	Dolph Leytze
6	Nov 30, 2013 6:47 PM	Van Williams
7	Nov 30, 2013 6:14 PM	Stan Lipp
8	Nov 30, 2013 3:50 PM	Eddy diaz
9	Nov 30, 2013 3:36 PM	Bradie Allen
10	Nov 30, 2013 3:06 PM	Brad Galbraith
11	Nov 30, 2013 1:50 PM	Marilyn
12	Nov 30, 2013 12:33 PM	Roger Bergmann
13	Nov 30, 2013 4:29 AM	John stamm
14	Nov 30, 2013 4:17 AM	Ryan
15	Nov 30, 2013 3:38 AM	Susan Sonnenschein
16	Nov 30, 2013 1:27 AM	Dale Simonson
17	Nov 30, 2013 12:06 AM	Jody Donaldson
18	Nov 29, 2013 11:34 PM	Peter Burke
19	Nov 29, 2013 11:19 PM	Patrick Clune
20	Nov 29, 2013 11:11 PM	Michael Sangiorgio
21	Nov 29, 2013 11:07 PM	John O'Bryan
22	Nov 29, 2013 11:04 PM	Mark Imboden
23	Nov 29, 2013 11:02 PM	Bill Kapler
24	Nov 29, 2013 10:55 PM	Mike Hoyt
25	Nov 29, 2013 10:52 PM	Rob Seibert 239-770-0770
26	Nov 29, 2013 10:38 PM	Jean Heuschen
27	Nov 29, 2013 10:34 PM	Jon McLeod
28	Nov 29, 2013 10:33 PM	Patrick Philbin
29	Nov 29, 2013 10:30 PM	Philip Baier
30	Nov 29, 2013 10:23 PM	Andy Robinson, President, Naples Velo Cycling Club
31	Nov 29, 2013 10:11 PM	Patty Hogan
32	Nov 29, 2013 1:07 PM	D. Hoenes
33	Nov 27, 2013 2:48 PM	Martin Gillieson
34	Nov 27, 2013 2:03 PM	Dana and Kathi Holcomb
35	Nov 27, 2013 1:51 PM	Thomas McGreal
36	Nov 27, 2013 1:14 PM	Bonnie Draper
37	Nov 27, 2013 11:44 AM	Nancy Kubilus
38	Nov 27, 2013 3:35 AM	Wayne Waldack
39	Nov 26, 2013 9:27 PM	mary courtemanche
40	Nov 26, 2013 10:14 AM	Paul Schmidgall
41	Nov 25, 2013 11:22 PM	Guido Vande Walle
42	Nov 25, 2013 12:32 PM	John Moore

43	Nov 25, 2013 7:57 AM	Tim Clune
44	Nov 25, 2013 3:15 AM	Elissa engel
45	Nov 25, 2013 1:57 AM	Jodi Pree
46	Nov 24, 2013 5:34 PM	Joel Rohletter
47	Nov 24, 2013 5:27 PM	Richard Kaelin
48	Nov 24, 2013 5:10 PM	Dave Dumas
49	Nov 24, 2013 4:26 PM	Elliott Delman
50	Nov 24, 2013 3:58 PM	Ken Bullock
51	Nov 24, 2013 2:40 PM	Michael Porter
52	Nov 24, 2013 2:13 PM	Tom Briggs
53	Nov 24, 2013 1:25 PM	Freddie Zink
54	Nov 24, 2013 1:13 PM	Paul Doppelt
55	Nov 24, 2013 12:24 PM	Robert Pieske
56	Nov 23, 2013 1:49 PM	Steve Gawdun
57	Nov 11, 2013 9:30 PM	Shania Chana
58	Nov 11, 2013 9:29 PM	Milaida
59	Nov 11, 2013 9:25 PM	Felipe
60	Nov 11, 2013 9:07 PM	Christina Blanco
61	Nov 11, 2013 9:04 PM	cassandra
62	Nov 11, 2013 8:58 PM	Mary Sharp
63	Nov 11, 2013 8:47 PM	Takaia
64	Nov 11, 2013 8:45 PM	Sharon Applins
65	Nov 11, 2013 8:36 PM	Nathan
66	Nov 11, 2013 8:35 PM	Enriquez Robles
67	Nov 11, 2013 8:30 PM	Israel Monter
68	Nov 11, 2013 8:25 PM	Adjehy
69	Nov 11, 2013 8:21 PM	Angelica O.
70	Nov 11, 2013 8:09 PM	Axan
71	Nov 11, 2013 8:06 PM	Dilina Monestine
72	Nov 11, 2013 6:38 PM	Kevin
73	Nov 11, 2013 6:36 PM	Wikerson
74	Nov 11, 2013 6:31 PM	H. Campbell
75	Nov 11, 2013 3:32 PM	Ellen B.
76	Nov 11, 2013 3:15 PM	Isaias Rivera
77	Nov 11, 2013 3:13 PM	Bill Houldsworth
78	Nov 11, 2013 3:07 PM	Jeremiah Pulse
79	Nov 7, 2013 3:53 PM	Starlene Kalinski
80	Nov 6, 2013 9:10 PM	Liliana Torres
81	Nov 4, 2013 10:26 PM	Jane knapp
82	Nov 4, 2013 1:09 PM	Jeff Perry
83	Nov 1, 2013 12:43 AM	Gregorio Jimenez
84	Oct 31, 2013 2:28 PM	Donna Johnston
85	Oct 29, 2013 12:37 PM	sally boyce,
86	Oct 29, 2013 12:42 AM	Tedd Hope
87	Oct 28, 2013 5:42 PM	Jack Duncan
88	Oct 28, 2013 2:56 PM	Jane Cheffy
89	Oct 27, 2013 7:04 PM	Bonnie Draper
90	Oct 27, 2013 4:03 AM	Morton Rosenberg
91	Oct 26, 2013 8:03 PM	Joe Bonness

Collier MPO Pedestrian and Bicycle Safety Study

Email: (Optional)

Answer Options	Response Count
	69
answered question	69
skipped question	321

| Number	Response Date	Response Text
1	Dec 3, 2013 2:44 AM	sunshinerunsfast@yahoo.com
2	Dec 2, 2013 1:13 PM	Gcrdeborah@yahoo.com
3	Dec 2, 2013 12:35 PM	Erinmacrae19@yahoo.com
4	Dec 2, 2013 12:09 PM	eckellar@comcast.net
5	Nov 30, 2013 6:47 PM	vanzandt@princeton.edu
6	Nov 30, 2013 6:14 PM	stanlipp@gmail.com
7	Nov 30, 2013 3:50 PM	eddiaz1@yahoo.com
8	Nov 30, 2013 3:36 PM	bradiesmail@embarqmail.com
9	Nov 30, 2013 3:06 PM	Bgalbraith@hahnlaw.com
10	Nov 30, 2013 1:50 PM	mmmicciche@mac.com
11	Nov 30, 2013 4:29 AM	Stamm@crccs.com
12	Nov 30, 2013 4:17 AM	Arejayesss@hotmail.com
13	Nov 30, 2013 3:38 AM	sonnenscheinsusan@yahoo.com
14	Nov 30, 2013 1:27 AM	xcapndale@aol.com
15	Nov 30, 2013 12:06 AM	Jodyjimdon@aol.com
16	Nov 29, 2013 11:34 PM	dpburke@embarqmail.com
17	Nov 29, 2013 11:19 PM	patrickclune@icloud.com
18	Nov 29, 2013 11:07 PM	jobryan26@gmail.com
19	Nov 29, 2013 11:04 PM	Naplesroo@embarqmail.com
20	Nov 29, 2013 10:55 PM	Mike.Hoyt@yahoo.com
21	Nov 29, 2013 10:52 PM	Rob@robseibert.com
22	Nov 29, 2013 10:38 PM	Jeanheuschen@aol.com
23	Nov 29, 2013 10:34 PM	jon.mcleod@ymail.com
24	Nov 29, 2013 10:33 PM	Patrick.philbin@comcast.net
25	Nov 29, 2013 10:30 PM	lpbaier@gmail.com
26	Nov 29, 2013 10:23 PM	Andy.NaplesVelo@gmail.com
27	Nov 29, 2013 10:11 PM	Hogie67@hotmail.com
28	Nov 29, 2013 1:07 PM	tisig@comcast.net
29	Nov 27, 2013 2:48 PM	mgillieson@me.com
30	Nov 27, 2013 2:03 PM	danaholcomb32@yahoo.com
31	Nov 27, 2013 1:51 PM	tmlmcgreal@prodigy.net
32	Nov 27, 2013 1:14 PM	bjdraper@enturylink.net
33	Nov 27, 2013 11:44 AM	Flmanancy@gmail.com
34	Nov 27, 2013 3:35 AM	wawaldack@yahoo.com
35	Nov 26, 2013 9:27 PM	marycastiron2@hotmail.com
36	Nov 26, 2013 10:14 AM	pschmidgall@mac.com
37	Nov 25, 2013 11:22 PM	guidoandnitza@me.com
38	Nov 25, 2013 12:32 PM	J-mmoore@comcast.net
39	Nov 25, 2013 7:57 AM	TClune@Gmail.com

40	Nov 25, 2013 3:15 AM	Eengel34145@yahoo.com
41	Nov 25, 2013 1:57 AM	jpree1@yahoo.com
42	Nov 24, 2013 5:34 PM	joel.rohletter@gmail.com
43	Nov 24, 2013 5:27 PM	Jrk8042@aol.com
44	Nov 24, 2013 5:10 PM	dave-sandydumas@comcast.net
45	Nov 24, 2013 4:26 PM	ejdelman@aol.com
46	Nov 24, 2013 3:58 PM	harlowkb@yahoo.com
47	Nov 24, 2013 2:40 PM	porterlaw@comcast.net
48	Nov 24, 2013 2:13 PM	tomargie@comcast.net
49	Nov 24, 2013 1:25 PM	cyberk9doc@aol.com
50	Nov 24, 2013 1:13 PM	Doppelt123@aol.com
51	Nov 24, 2013 12:24 PM	rpieske@live.com
52	Nov 23, 2013 1:49 PM	stevegawdunsr@yahoo.com
53	Nov 11, 2013 9:25 PM	sylivanaf3@yahoo.com
54	Nov 11, 2013 9:07 PM	Christina20051@yahoo.com
55	Nov 11, 2013 8:58 PM	n/a
56	Nov 11, 2013 8:21 PM	angelicajosve@yahoo.com
57	Nov 11, 2013 8:09 PM	axancharles@gmail.com
58	Nov 11, 2013 3:28 PM	hhhnaples@comcast.net
59	Nov 7, 2013 3:53 PM	leaningstarranch@gmail.com
60	Nov 6, 2013 9:10 PM	lili24_besito@hotmail.com
61	Nov 5, 2013 2:25 PM	sandrag@metrocast.net
62	Nov 4, 2013 1:09 PM	jeff.perry@stantec.com
63	Nov 1, 2013 12:43 AM	gjlolo@gmail.com
64	Oct 31, 2013 2:28 PM	johnston.donna@gmail.com
65	Oct 29, 2013 12:37 PM	saraboyce14@hotmail.com
66	Oct 29, 2013 12:42 AM	tebaho@gmail.com
67	Oct 28, 2013 5:42 PM	Duncanjt@yahoo.com
68	Oct 28, 2013 2:56 PM	janecheffy@earthlink.net
69	Oct 26, 2013 8:03 PM	ironjoe3@aol.com

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

En los ultimos 5 años, ha tenido algun incidente en la que ha tenido que abandonar su camino cuando caminando o andando en bicicleta?

Answer Options	Response Percent	Response Count
Si	40.0%	2
No	60.0%	3
	answered question	5
	skipped question	0

En los ultimos 5 años, ha tenido algun incidente en la que ha tenido que abandonar su camino cuando caminando o andando en bicicleta?
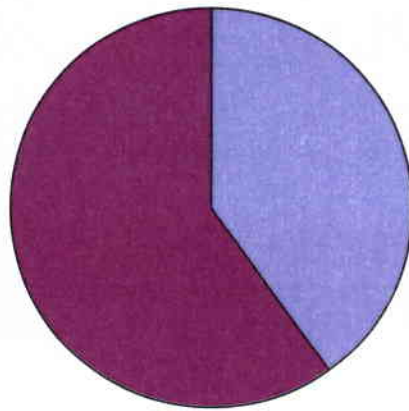
Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Estaba usted:

Answer Options	Response Percent	Response Count
En Bicicleta o	0.0%	0
Caminando	0.0%	0
answered question		0
skipped question		5

Donde ocurrió el incidente? Por favor incluir los nombres de las calles e

Answer Options	Response Count
	0
answered question	0
skipped question	5

Cuáles fueron los motivos del incidente o las causas para abandonar su camino?

Answer Options	Response Percent	Response Count
Automobilista	0.0%	0
Ciclista	0.0%	0
Perro/otro animal	0.0%	0
Objetos como un árbol o una señal	0.0%	0
Peatón	0.0%	0
Yo mismo	0.0%	0
N/A	0.0%	0
Otro	0.0%	0
answered question		0
skipped question		5

Fueron los incidentes reportados con la policía?

Answer Options	Response Percent	Response Count
Si	0.0%	0
No	0.0%	0
answered question		0
skipped question		5

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Si no fueron reportados, cuáles fueron las razones por las que los incidentes no fueron reportados con la policía? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Locación (propiedad privada)	0.0%	0
Lesión causada por amigo o miembro de la familia	0.0%	0
Preferi no involucrar a la policía	0.0%	0
N/A	0.0%	0
Otro	0.0%	0
	answered question	0
	skipped question	5

Generalmente, en donde caminas o manejas la bicicleta? (marque todas las que

Answer Options	Response Percent	Response Count
Acera	100.0%	1
Hombro pavimentado de la carretera	0.0%	0
Ruta de multiuso para caminar y bicicleta	100.0%	1
Carril bici/ ciclo vía (en la carretera)	0.0%	0
Carretera pavimentada (sin hombro)	0.0%	0
Otro	0.0%	0
	answered question	1
	skipped question	4

Cada cuantó caminas o manejas la bicicleta?

Answer Options	Response Percent	Response Count
Amenudo (2 -7 días por semana)	100.0%	1
A veces (1 - 4 días por mes)	0.0%	0
Casi nunca (1 - 11 días for año)	0.0%	0
	answered question	1
	skipped question	4

Cuál es su razón principal para caminar o manejar la bicicleta? (marque todas las que

Answer Options	Response Percent	Response Count
Trabajo o escuela	100.0%	1
Mandados (tienda, correo)	0.0%	0
Ejercicio	0.0%	0
Placer	0.0%	0
llegar a la parada de buses	0.0%	0
Otro	0.0%	0
	answered question	1
	skipped question	4

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cuáles son las razones principales por las que no quieres caminar o manejar la bicicleta? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
No me siento seguro	0.0%	0
Las aceras o carril bici/ ciclo vía esta muy llenas de gente	0.0%	0
Los installaciones estan en mal estado - Locación?	0.0%	0
Condiciones climáticas	100.0%	1
Caminando toma demasiado para llegar a mi destino a	0.0%	0
La falta de installaciones - Locación? (Please tell us the	100.0%	1
N/A	0.0%	0
Otro	0.0%	0
answered question		1
skipped question		4

Cuando caminas o manejas la bicicleta, te sientes amenazado o temor por tu seguridad

Answer Options	Response Percent	Response Count
Si	100.0%	1
No	0.0%	0
answered question		1
skipped question		4

Si resulta así, te sentiste amenazado debido a: (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Automobilista	100.0%	1
Perro/otros animales	0.0%	0
Camino desnivelado	0.0%	0
Riesgo de un crimen	0.0%	0
Exceso de traffico de bicletas y peatones	0.0%	0
N/A	0.0%	0
Otro	0.0%	0
answered question		1
skipped question		4

Si un automobilista fue la razón por sentirse amenazado, fue debido a: (marque todas las

Answer Options	Response Percent	Response Count
Se me atravezo	100.0%	1
Manejó demasiado cerca de mí	100.0%	1
Casi me pegó	0.0%	0
Me tocó la bocina/me pitó	0.0%	0
Automobilista manejando demasiado rápido	100.0%	1
Automobilista entró en la intersección sin ver	100.0%	1
Simplemente la presencia de automobilistasme cortó	0.0%	0
N/A	0.0%	0
answered question		1
skipped question		4

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cuáles cambios te gustaría ver en la comunidad? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Más pasos de peatones	0.0%	0
Más aceras	0.0%	0
Más carril bici/ciclo vía	100.0%	1
Más señales para peatones o bicicletas	100.0%	1
Más luces en la carretera	0.0%	0
Más caminos/rutas de multiuso para caminar y bicicleta	0.0%	0
Aceras más anchas	100.0%	1
No permitir bicicletas en las aceras	0.0%	0
Más luces en caminos/rutas	100.0%	1
Otro	0.0%	0
answered question		1
skipped question		4

Nombre: (Opcional)

Answer Options	Response Count
	1
answered question	1
skipped question	4

Number	Response Date	Response Text
1	Oct 24, 2013 8:27 PM	Clarkh

Email: (Opcional)

Answer Options	Response Count
	1
answered question	1
skipped question	4

Number	Response Date	Response Text
1	Oct 24, 2013 8:27 PM	yeremi188@hotmail.com

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

En los ultimos 5 años, ha tenido algun incidente en la que ha tenido que abandonar su camino cuando caminando o andando en bicicleta?

Answer Options	Response Percent	Response Count
Si	30.0%	12
No	70.0%	28
answered question		40
skipped question		0

En los ultimos 5 años, ha tenido algun incidente en la que ha tenido que abandonar su camino cuando caminando o andando en bicicleta?

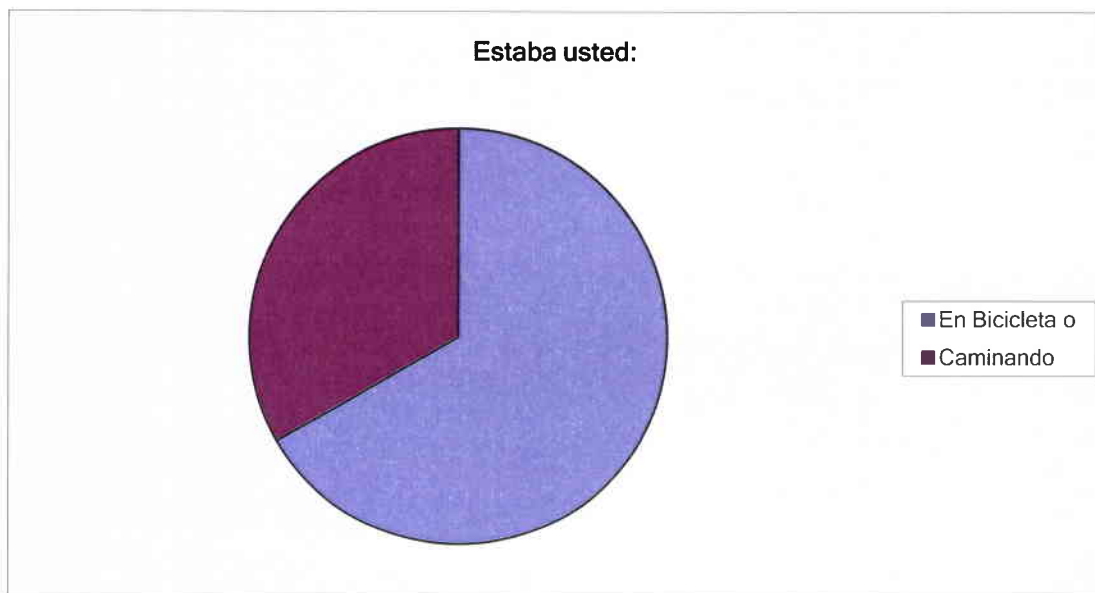# Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Estaba usted:

Answer Options	Response Percent	Response Count	
En Bicicleta o	66.7%	6	
Caminando	33.3%	3	
	answered question		9
	skipped question		31

Estaba usted:

Donde ocurrió el incidente? Por favor incluir los nombres de las calles e

Answer Options	Response Count
	9
answered question	9
skipped question	31

Number	Response Date	Response Text
1	Nov 30, 2013 10:57 AM	951 y pine ridge
2	Nov 11, 2013 9:01 PM	Lake Transfer
3	Nov 11, 2013 5:45 PM	Green Blvd.Sunshine Blvd.
4	Nov 11, 2013 4:24 PM	n/a
5	Nov 11, 2013 3:53 PM	Golden Gate
6	Nov 11, 2013 3:26 PM	n/a
7	Nov 11, 2013 3:01 PM	Rattlesnakeuna senal autos de la 951
8	Oct 28, 2013 9:50 PM	Main St
9	Oct 25, 2013 8:03 PM	1st y Main

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cuáles fueron los motivos del incidente o las causas para abandonar su camino? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Automobilista	77.8%	7
Ciclista	11.1%	1
Perro/otro animal	11.1%	1
Objetos como un árbol o una señal	0.0%	0
Peatón	11.1%	1
Yo mismo	0.0%	0
N/A	0.0%	0
Otro	0.0%	0
	answered question	9
	skipped question	31

Cuáles fueron los motivos del incidente o las causas para abandonar su camino? (marque todas las que correspondan)
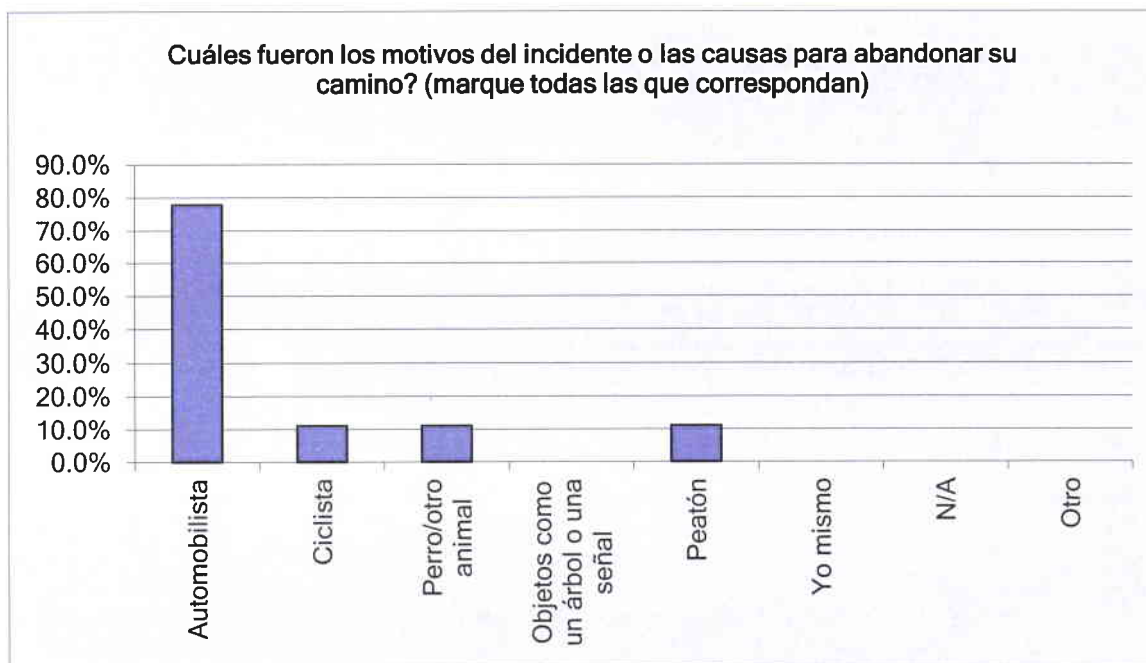
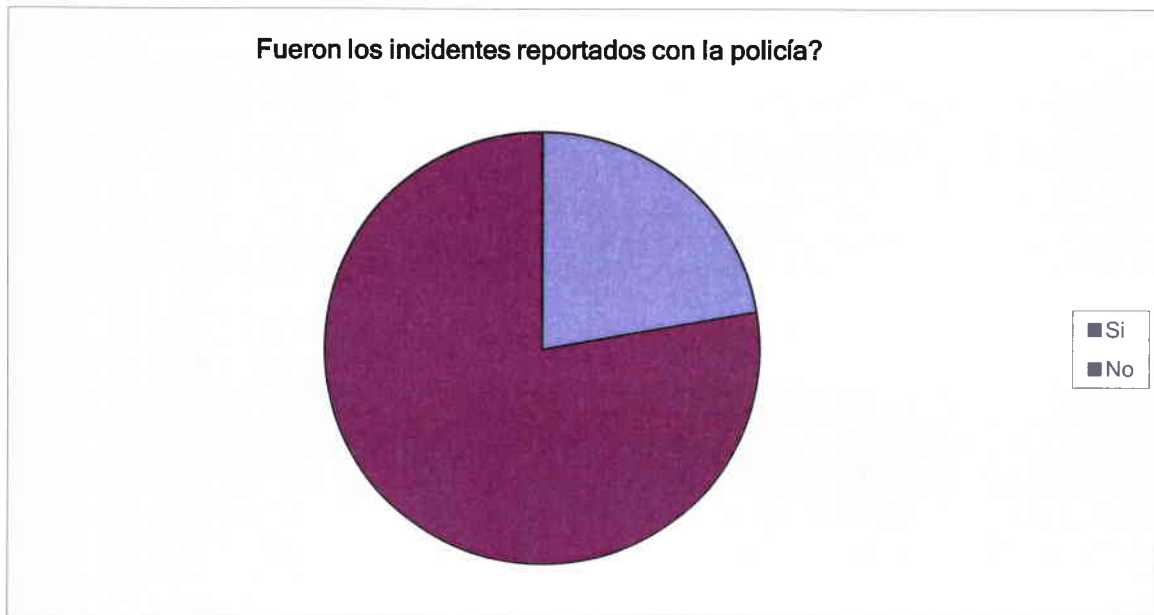# Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Fueron los incidentes reportados con la policía?

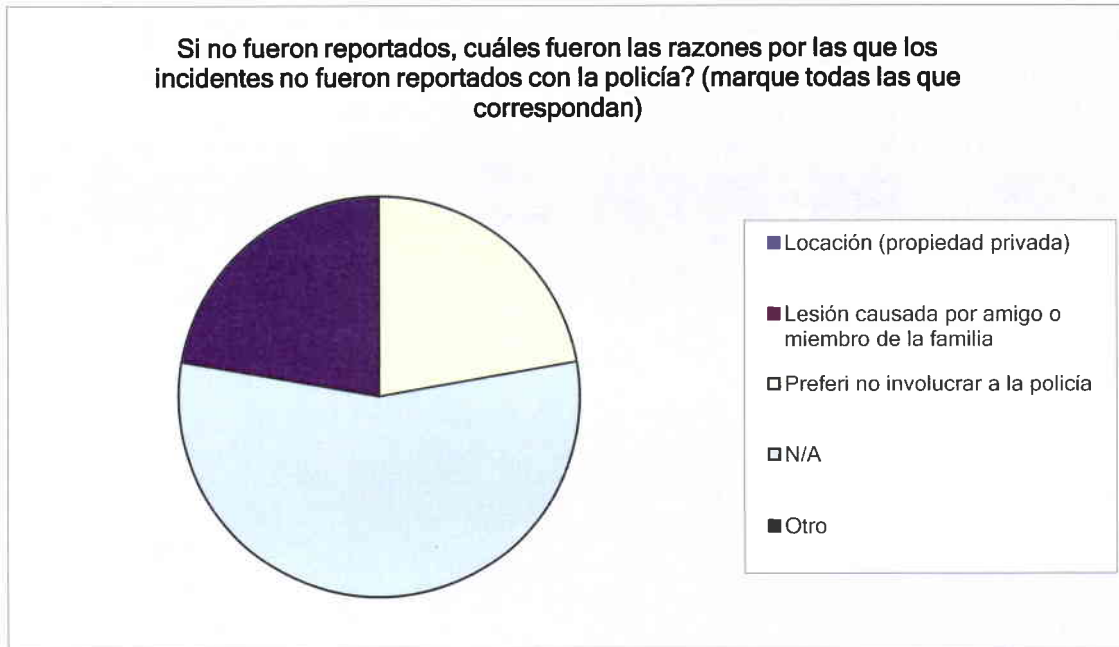| Answer Options	Response Percent	Response Count
Si	22.2%	2
No	77.8%	7
answered question		9
skipped question		31

Fueron los incidentes reportados con la policía?

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Si no fueron reportados, cuáles fueron las razones por las que los incidentes no fueron reportados con la policía? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Locación (propiedad privada)	0.0%	0
Lesión causada por amigo o miembro de la familia	0.0%	0
Preferi no involucrar a la policía	22.2%	2
N/A	55.6%	5
Otro	22.2%	2
	answered question	9
	skipped question	31

Number	Response Date	Otro
1	Nov 11, 2013 5:45 PM	no leciones
2	Oct 28, 2013 9:50 PM	Temor a la policia y no hablan nuestro idioma

Si no fueron reportados, cuáles fueron las razones por las que los incidentes no fueron reportados con la policía? (marque todas las que correspondan)

- Locación (propiedad privada)
- Lesión causada por amigo o miembro de la familia
- Preferi no involucrar a la policía
- N/A
- Otro

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Generalmente, en donde caminas o manejas la bicicleta? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Acera	57.1%	20
Hombro pavimentado de la carretera	17.1%	6
Ruta de multiuso para caminar y bicicleta	20.0%	7
Carril bici/ ciclo vía (en la carretera)	8.6%	3
Carretera pavimentada (sin hombro)	17.1%	6
Otro	2.9%	1
	answered question	35
	skipped question	5

Number	Response Date	Otro
1	Nov 11, 2013 9:18 PM	n/a

Generalmente, en donde caminas o manejas la bicicleta? (marque todas las que correspondan)
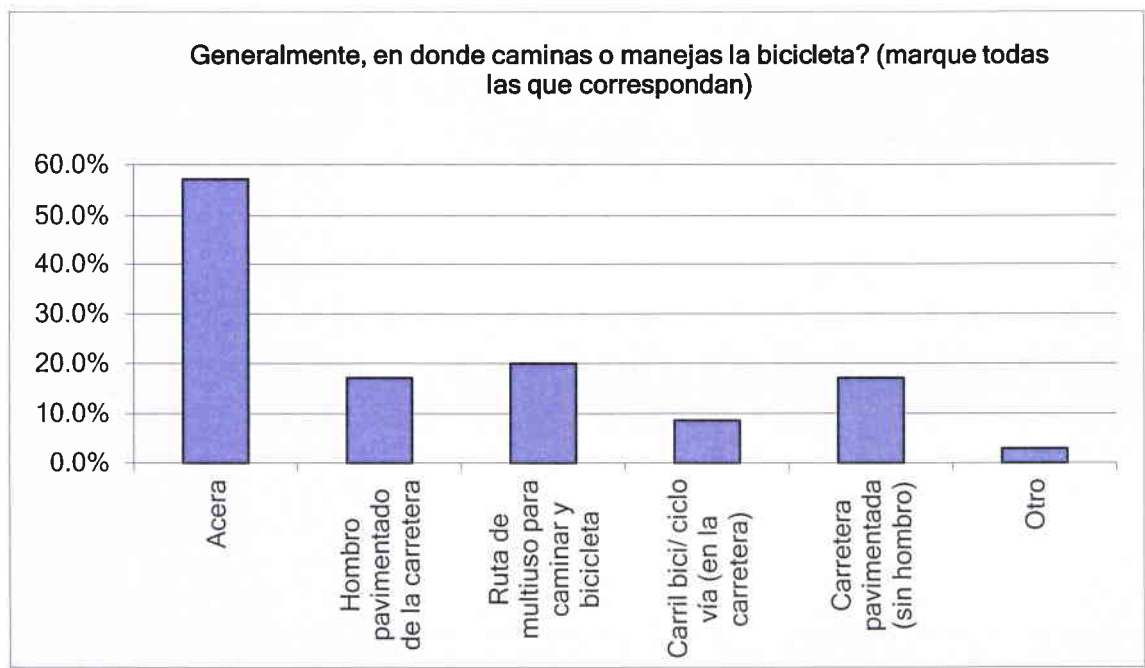
Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cada cuantó caminas o manejas la bicicleta?

Answer Options	Response Percent	Response Count
Amenudo (2 -7 días por semana)	54.3%	19
A veces (1 - 4 días por mes)	37.1%	13
Casi nunca (1 - 11 días for año)	8.6%	3
answered question		35
skipped question		5

Cada cuantó caminas o manejas la bicicleta?

- Amenudo (2 -7 días por semana)
- A veces (1 - 4 días por mes)
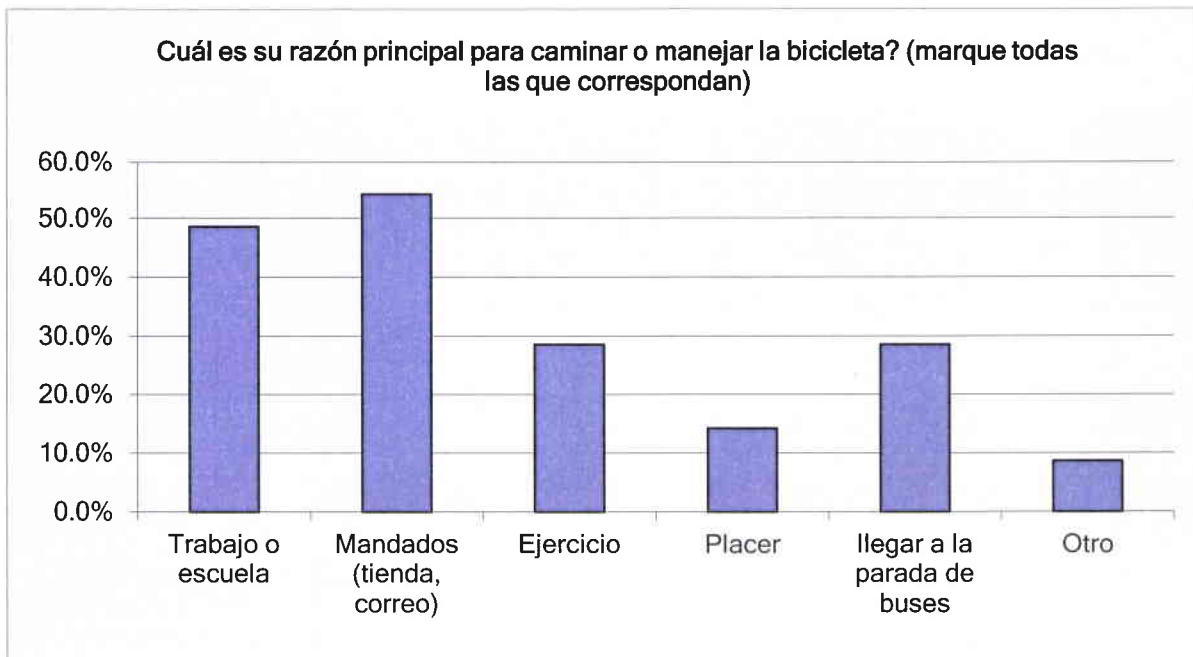- Casi nunca (1 - 11 días for año)
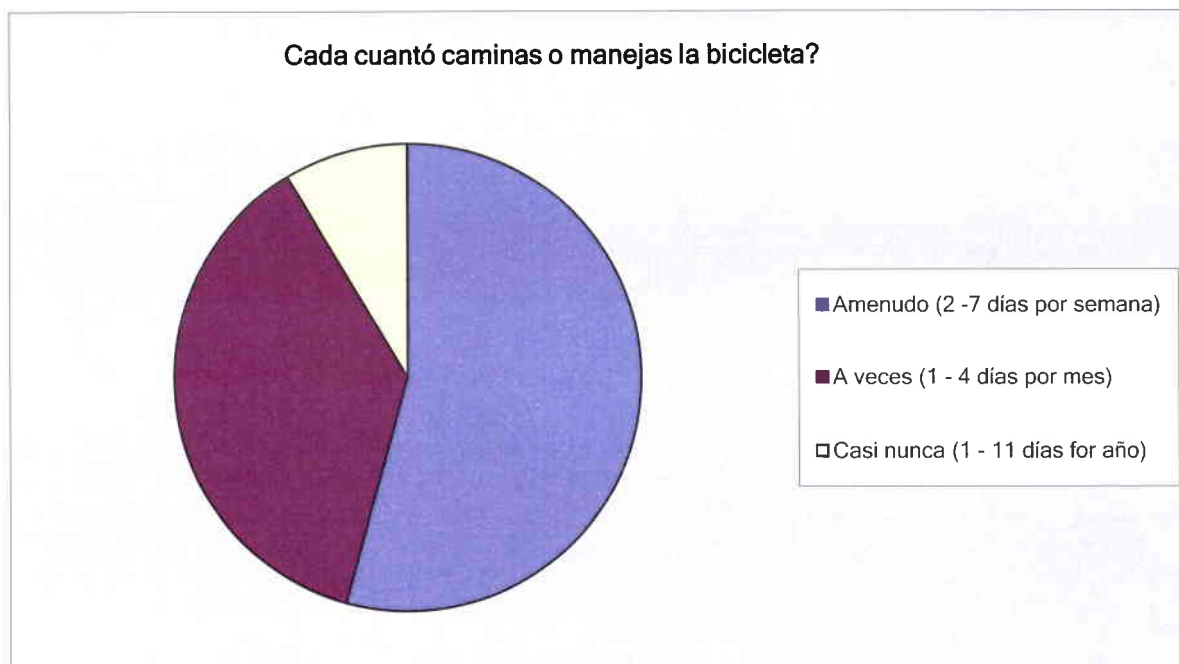
Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cuál es su razón principal para caminar o manejar la bicicleta? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Trabajo o escuela	48.6%	17
Mandados (tienda, correo)	54.3%	19
Ejercicio	28.6%	10
Placer	14.3%	5
llegar a la parada de buses	28.6%	10
Otro	8.6%	3
	answered question	35
	skipped question	5

Number	Response Date	Otro
1	Nov 11, 2013 8:24 PM	n/a
2	Nov 11, 2013 4:31 PM	n/a
3	Nov 11, 2013 4:24 PM	n/a

Cuál es su razón principal para caminar o manejar la bicicleta? (marque todas las que correspondan)
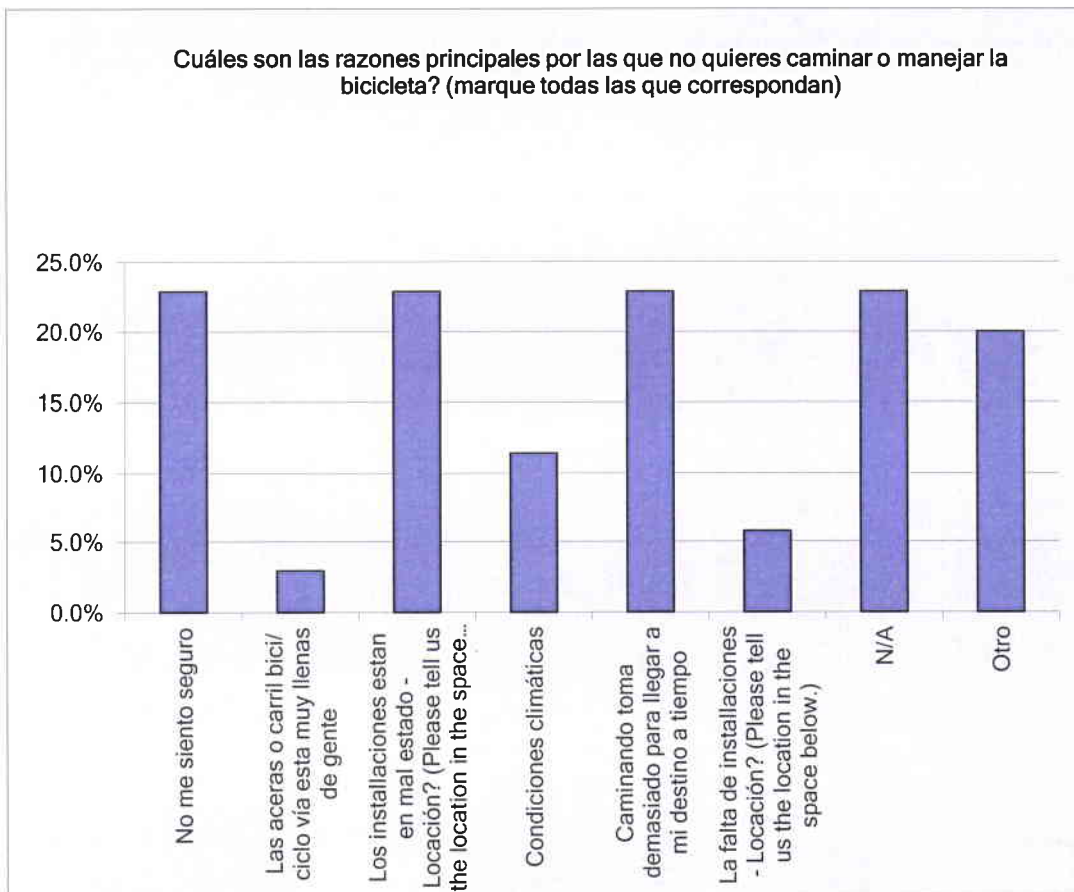
Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cuáles son las razones principales por las que no quieres caminar o manejar la bicicleta? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
No me siento seguro	22.9%	8
Las aceras o carril bici/ ciclo vía esta muy llenas de	2.9%	1
Los installaciones estan en mal estado - Locación?	22.9%	8
Condiciones climáticas	11.4%	4
Caminando toma demasiado para llegar a mi destino a	22.9%	8
La falta de installaciones - Locación? (Please tell us the	5.7%	2
N/A	22.9%	8
Otro	20.0%	7
	answered question	35
	skipped question	5

Number	Response Date	Otro
1	Nov 11, 2013 5:57 PM	n/a
2	Nov 11, 2013 5:23 PM	aceras muy peguenas
3	Nov 11, 2013 3:59 PM	Golden Gate
4	Nov 11, 2013 3:45 PM	no hay caminos
5	Nov 11, 2013 3:01 PM	Rattlesnake
6	Oct 28, 2013 9:50 PM	los automobiles no se paran areas de Peaton
7	Oct 26, 2013 10:41 PM	old 41 rd

Cuáles son las razones principales por las que no quieres caminar o manejar la bicicleta? (marque todas las que correspondan)
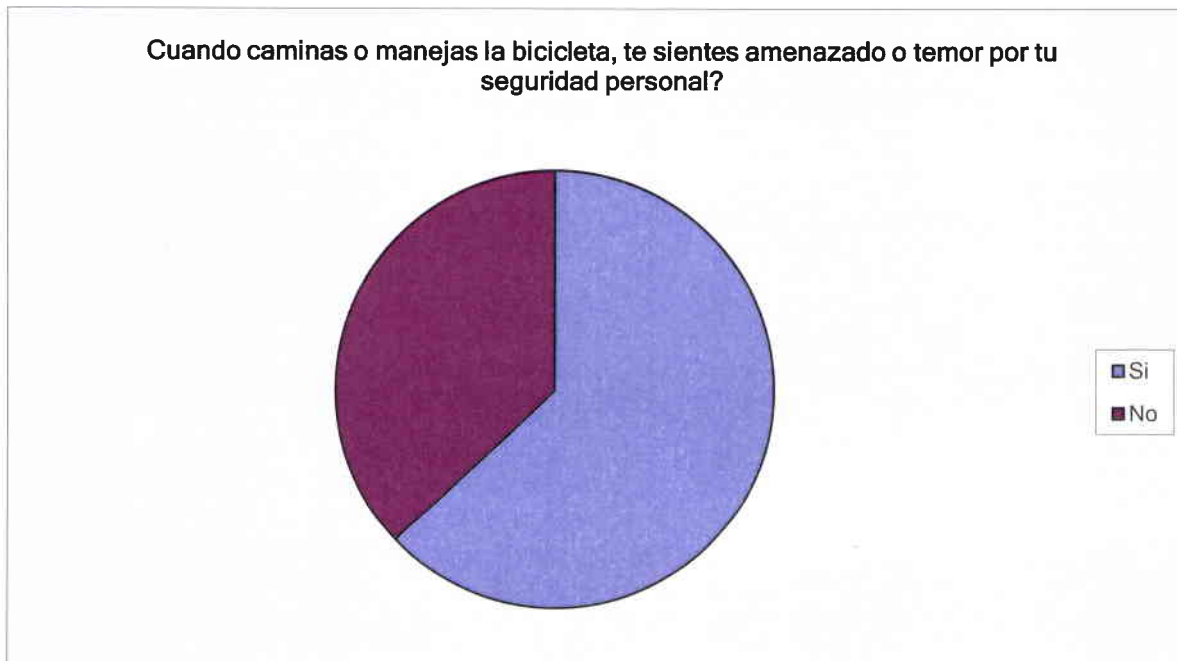
Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cuando caminas o manejas la bicicleta, te sientes amenazado o temor por tu seguridad personal?

Answer Options	Response Percent	Response Count
Si	62.9%	22
No	37.1%	13
	answered question	35
	skipped question	5

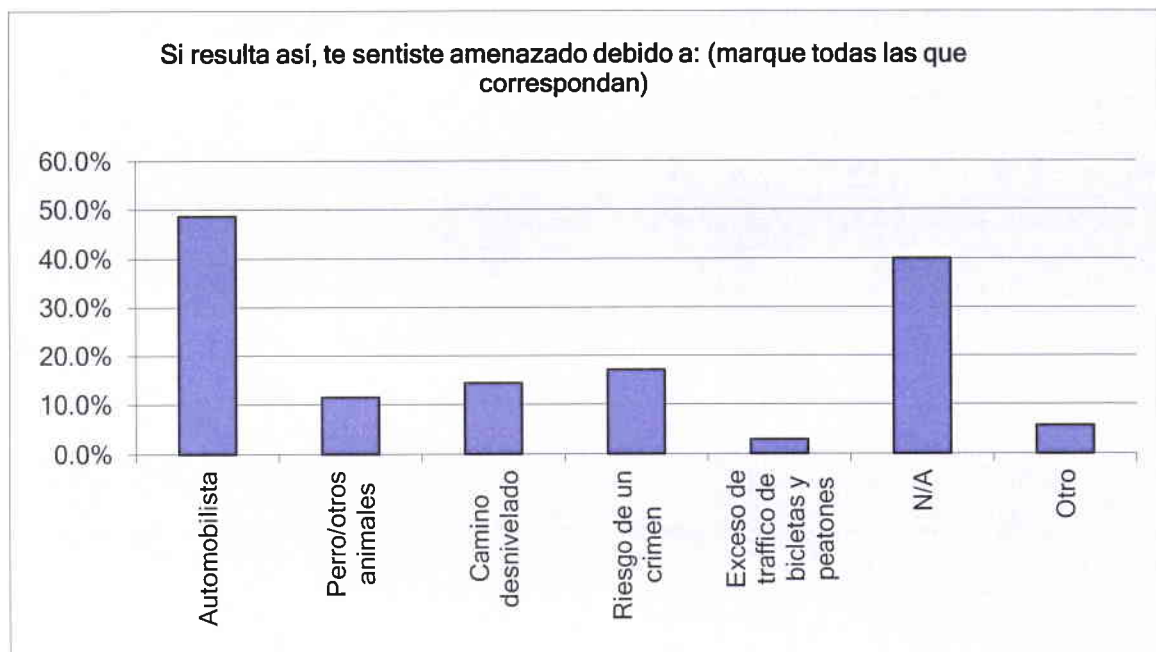Cuando caminas o manejas la bicicleta, te sientes amenazado o temor por tu seguridad personal?

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Si resulta así, te sentiste amenazado debido a: (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Automobilista	48.6%	17
Perro/otros animales	11.4%	4
Camino desnivelado	14.3%	5
Riesgo de un crimen	17.1%	6
Exceso de traffico de bicletas y peatones	2.9%	1
N/A	40.0%	14
Otro	5.7%	2
	answered question	35
	skipped question	5

Number	Response Date	Otro
1	Nov 11, 2013 3:53 PM	no
2	Nov 11, 2013 3:01 PM	me persiguieron en vu vehicolo on la bicicleta

Si resulta así, te sentiste amenazado debido a: (marque todas las que correspondan)
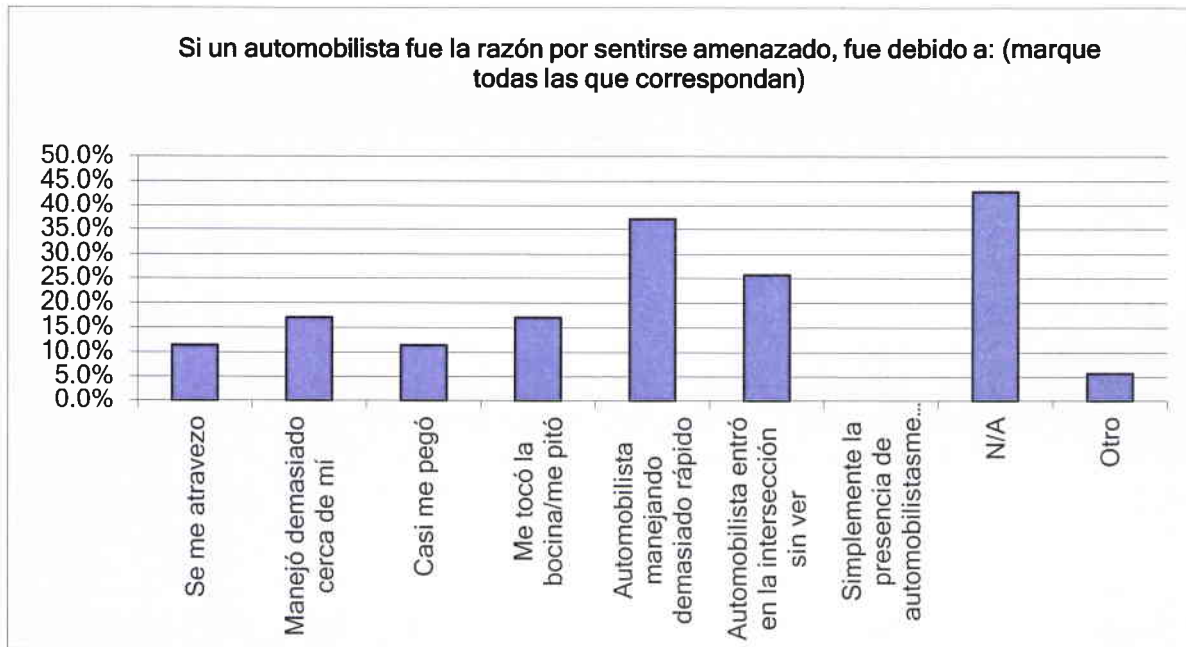
Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Si un automobilista fue la razón por sentirse amenazado, fue debido a: (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Se me atravezo	11.4%	4
Manejó demasiado cerca de mí	17.1%	6
Casi me pegó	11.4%	4
Me tocó la bocina/me pitó	17.1%	6
Automobilista manejando demasiado rápido	37.1%	13
Automobilista entró en la intersección sin ver	25.7%	9
Simplemente la presencia de automobilistasme cortó	0.0%	0
N/A	42.9%	15
Otro	5.7%	2
	answered question	35
	skipped question	5

Number	Response Date	Otro
1	Oct 26, 2013 10:41 PM	choferes borrachos y drogados
2	Oct 25, 2013 8:03 PM	testing!

Si un automobilista fue la razón por sentirse amenazado, fue debido a: (marque todas las que correspondan)

Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Cuáles cambios te gustaría ver en la comunidad? (marque todas las que correspondan)

Answer Options	Response Percent	Response Count
Más pasos de peatones	37.1%	13
Más aceras	37.1%	13
Más carril bici/ciclo vía	42.9%	15
Más señales para peatones o bicicletas	42.9%	15
Más luces en la carretera	34.3%	12
Más caminos/rutas de multiuso para caminar y bicicleta	28.6%	10
Aceras más anchas	31.4%	11
No permitir bicicletas en las aceras	0.0%	0
Más luces en caminos/rutas	20.0%	7
Otro	8.6%	3
	answered question	35
	skipped question	5

Number	Response Date	Otro
1	Nov 11, 2013 9:18 PM	n/a
2	Nov 11, 2013 4:31 PM	los caminos de bicicletas mas anchos en caso de accidente
3	Nov 11, 2013 3:59 PM	Steep angles; ADA non-compliant at Por Coronado y la Winn-Dixie

Cuáles cambios te gustaría ver en la comunidad? (marque todas las que correspondan)
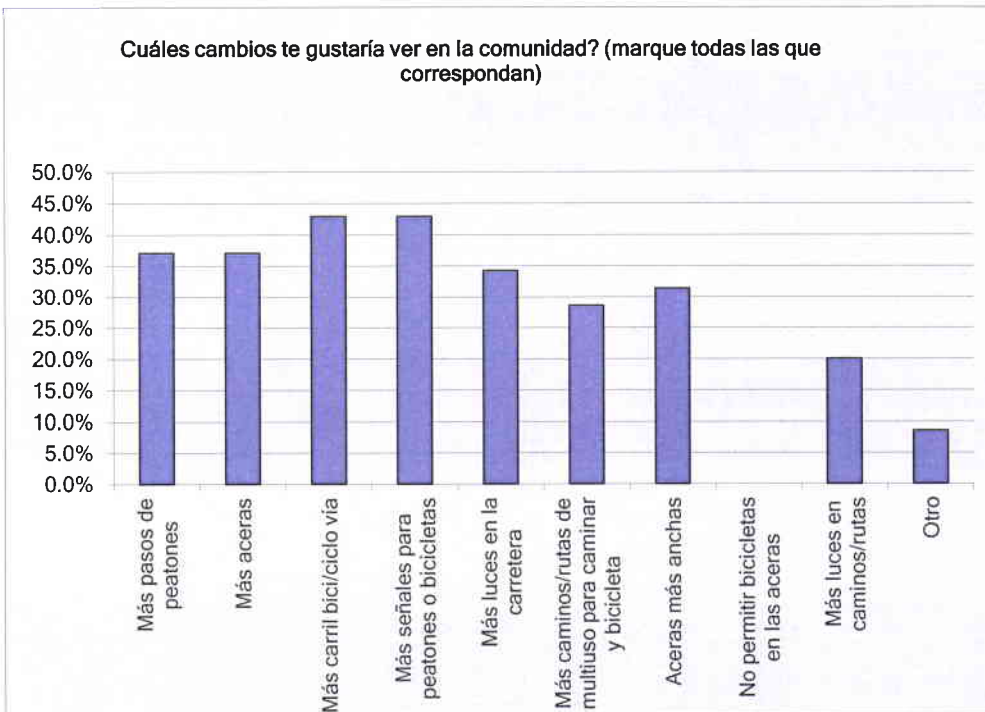
Collier MPO Estudio de Seguridad de Peatonal y Bicicletas

Por favor escribir sus comentarios. (Opcional)

Answer Options	Response Count
	2
answered question	**2**
skipped question	**38**

Number	Response Date	Response Text
1	**Dec 4, 2013 1:50 AM**	En algunas intersecciones como Airport Rd y 41, cuando aparece la senal para cruzar Airport Rd tambien el semaforo cambia a verde para los vehiculos en la 41, asi que dan vuelta a la derecha y casi nadie frena un poco para dejar pasar, al contrario hasta pitan cuando uno se cruza la calle, y digo casi nadie por que una que otra persona si dan el paso alos peatones y bicicletas.De antemano gracias por su atencion.
2	**Oct 25, 2013 8:03 PM**	gracias!!

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Nombre: (Opcional)

Answer Options	Response Count
	23
answered question	23
skipped question	17

Number	Response Date	Response Text
1	Nov 30, 2013 10:57 AM	tony arias
2	Nov 11, 2013 9:28 PM	Martha Hernandez
3	Nov 11, 2013 9:26 PM	Carmelino Santis
4	Nov 11, 2013 9:18 PM	Amanda Lopez
5	Nov 11, 2013 9:14 PM	Gloria Ruiz
6	Nov 11, 2013 9:01 PM	Maria Cortes
7	Nov 11, 2013 8:48 PM	Juan O.
8	Nov 11, 2013 8:28 PM	Floridalma Chavez
9	Nov 11, 2013 8:24 PM	Aurelio Gomez
10	Nov 11, 2013 5:57 PM	Farine Bojo
11	Nov 11, 2013 5:50 PM	Lima D. Gutierrez
12	Nov 11, 2013 5:47 PM	Maria L. Saltizo
13	Nov 11, 2013 5:45 PM	Salvador Medina
14	Nov 11, 2013 4:31 PM	Xaviera Suarez
15	Nov 11, 2013 4:24 PM	Bessy Cruz
16	Nov 11, 2013 3:53 PM	Jaime Casiano
17	Nov 11, 2013 3:50 PM	Margarita M.
18	Nov 11, 2013 3:48 PM	Rosa Maria Martinez
19	Nov 11, 2013 3:45 PM	Benjamin Escalante
20	Nov 11, 2013 3:41 PM	Victoria Maldonado
21	Nov 11, 2013 3:33 PM	Darius Ramirez
22	Nov 11, 2013 3:01 PM	Gustavo Chavez
23	Oct 30, 2013 6:57 PM	rocy

Email: (Opcional)

Answer Options	Response Count
	7
answered question	7
skipped question	33

Number	Response Date	Response Text
1	Dec 4, 2013 1:50 AM	rosa.1972@live.com
2	Nov 11, 2013 5:45 PM	salvy-medina@yahoo.com
3	Nov 11, 2013 4:31 PM	xsuarez75@gmail.com
4	Nov 11, 2013 4:24 PM	julietacruz20009@hotmail.com
5	Nov 11, 2013 3:45 PM	escalante682@yahoo.com.mx
6	Nov 11, 2013 3:01 PM	gachs100@hotmail.com
7	Oct 30, 2013 6:57 PM	rociorogel@ymail.com

Appendix D: Public Involvement, Report Revisions and Response to Comments

Public Involvement, Report Revisions and Response to Comments

Public Involvement

Public Involvement played an integral part throughout the development of the Pedestrian and Bicycle Safety Study. The Pathways Advisory Committee worked on components of the Safety Study during their meetings. Interested public contributed during the meetings as well. All MPO meetings are noticed and open to the public. Public comments are always welcome during the meetings.

A MPO webpage was dedicated to the Safety Study from the beginning of the project for the purpose of keeping the public up-to-date. This page highlighted the newest developments of study components as well as provided links to the safety survey questions.

As part of the MPO's Public Involvement Plan, a 21-day public comment period is required for all draft studies and plans prior to MPO Board consideration for adoption – including this Pedestrian and Bicycle Safety Study. The comment period for the final draft document was open from January 10 through January 31, 2014. The Study was posted on the MPO's website in a front page news story during the public comment period. The Study and Comment forms were made available at the ten Collier County Public Libraries and also at jurisdictional government offices. Final revisions to the document were made based on comments received.

The final draft of this report was presented to the Pathways Advisory Committee on January 24, 2014, and the Technical Advisory Committee and the Citizen's Advisory Committee on January 27, 2014.

Overall, the comments for the study were very positive - with the work being very well received and many of the committee members appreciating the presentation of the data. A number of comments were made about continuing to build on the work.

There was more discussion than specific comments and those comments from each meeting are presented as follows:

Pathways Advisory Committee (PAC) Meeting January 24, 2014:

One of the members asked that the 2 lane collector roads and local streets be shown in different colors on the roadway map.
Response: The map on page 24 has been modified to show local streets as a different color.

Citizen's Advisory Committee (CAC) Meeting January 27, 2014:

One member inquired about the location of the crashes as presented in the chart of page 9. A comment was made about the location of crashes, City of Naples or outside?
Response: In response to the inquiry, the location data was reviewed for the crashes in question. The review showed that while there are some inconsistencies in how locations are identified, for the vast majority the locations noted in the data were correct. It should be noted that the responding officer has the option to enter the location of the crash, so a difference in labeling (e.g. Naples City as opposed to Naples, but both within City limits) was possible.

Technical Advisory Committee (TAC) Meeting January 27, 2014:

A member asked for clarification of what "Other" meant on page 58 with the survey question: "If not reported, why was it not reported?"
Response: The survey response options included an "Other" category. Participants could then specify what that meant if they chose to do so. The responses are included on the same page. Survey responses for reasons for

crash or near miss included the following: Didn't get the license plate, there was no injury, what could the police do?, did not have my cell phone, etc. See page 58-59 for the entire list.

Additional changes made:

A QR code has been added to the document

Endorsement:

The PAC endorsed the document at the January 24, 2014 meeting and the CAC and TAC endorsed the document at their meetings on January 27, 2014.