



# AGENDA

## BPAC

### Bicycle Pedestrian Advisory Committee

**NOTE: THIS IS AN IN-PERSON MEETING**

Conference Room 609/610 Growth Management Division

Planning & Regulation Building

2800 N Horseshoe Dr, Naples

**October 19, 2021**

**9:00 a.m.**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the August 17, 2021 Meeting Minutes
5. Open to the Public for Comment on Items not on the Agenda
6. Agency Updates
  - A. FDOT
  - B. MPO
7. Committee Action
8. Reports & Presentations (May Require Committee Action)
  - A. FDOT District 1 Active Transportation Plan
  - B. Preliminary Project Scoring Matrix
9. Member Comments
10. Distribution Items
11. Next Meeting Date

**October 26, 2021** – 10:00 a.m. Joint meeting with Lee BPCC at the Collaboratory, 2031 Jackson St, Ft. Myers, FL. *In-person Only Meeting*

**November 16, 2021** – 9:00 a.m.  
*Hybrid In-Person/Remote Meeting*
12. Adjournment

#### PLEASE NOTE:

*This meeting of the Bicycle & Pathways Advisory Committee (BPAC) to the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing, with a description and summary of the item, to the MPO Executive Director 14 days prior to the date of the next scheduled meeting of the BPAC. Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO by calling Ms. Anne McLaughlin at (239) 252-5884 or by writing to her at 2885 South Horseshoe Dr., Naples, FL 34104.*

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
609/610 Conference Room, Growth Management Division  
2800 N Horseshoe Dr  
August 17, 2021 - 9:00 A.M.  
Meeting Minutes**

**1. Call to Order**

**Mr. Matonti** called the meeting to order at 9:02 a.m.

**2. Roll Call**

**Mr. Matonti** called roll and confirmed a quorum was present in the room.

**Members Present**

Anthony Matonti  
Alan Musico  
Dayna Fendrick  
Dr. Mort Friedman  
Andrea Halman  
Patty Huff  
Kim Jacob  
George Dondanville  
Mark Komanecky

**Members Absent**

Joe Bonness  
Larry Smith  
Claudia Keeler

**MPO Staff Present**

Anne McLaughlin, Executive Director  
Brandy Otero, Principal Planner  
Danielle Bates, Administrative Assistant

**Others Present**

Michael Tisch, GMD, Transportation Planning  
Lorraine Lantz, GMD, Transportation Planning  
Victoria Peters, FDOT, Community Liaison

**3. Approval of the Agenda**

*Ms. Halman moved to approve the agenda. Second by Mr. Musico. Carried unanimously.*

**4. Approval of the May 18, 2021 Meeting Minutes**

*Mr. Musico moved to approve the May 18, 2021 minutes. Ms. Huff seconded. Carried unanimously.*

**5. Open to the Public for Comment on Items Not on the Agenda**

None.

**6. Agency Updates**

**A. FDOT**

**Ms. Peters:** Draft tentative work program this summer, priority projects going well, wrapping up, anticipate public hearing in early October meaning new draft tentative program is expected about the end of October or November. In response to a number of committee members' questions and comments on other projects, Ms. Peters agreed to follow-up on the status of the Marco Loop Trail Project (**Mr. Musico** asked to be included in the development of the project); status of Project Development and Environmental Study (PD&E) for SR 29 From Oil Well to I-75; the intersection of US 41 and Golden Gate Parkway (will pass along **Mr. Dondanville's** safety concern regarding northbound left turns out of shopping center to project manager) and **Mr. Matonti's** concern with pedestrian, bicycle safety at same intersection; pavement condition on US 41 south of Golden Gate Parkway (FDOT drainage study has ROW survey programmed in FY23).

**B. MPO**

**McLaughlin:** Defer to agenda items in the interest of time.

**7. Committee Action**

**A. Review Project Concept Sheet Submittals**

**McLaughlin:** Presented Executive Summary: 8 project submittals totaling \$7.4 million. All projects meet eligibility criteria in Bike Ped Master Plan (BPMP). Funding availability isn't an issue at this point. Good to have projects identified and sitting on a shelf. Funding requests summarized by design and construction phases. FDOT likes to wait 2 years after design phase to program construction. [Only] Marco Island does design in-house. No submittals from City of Naples this year awaiting completion of Naples Bike Ped Master Plan. At first part of two-part submittal process beginning with concept sheets. Comments and discussion should be valuable to submitting agencies, to answer questions in next step which is submitting [newly distributed] FDOT application form. Form requires submitting agency to report on public involvement; most agencies follow their own public involvement process but can also include text about public involvement in MPO's BPMP.

**Mr. Musico:** Presented details of City of Marco Island submittal - Bald Eagle project application; described extensive public support documented in application. Committee members asked questions about public outreach process and suggested additional outreach to include regional bike/ped advocacy groups; **Mr. Musico:** Marco Island's Bike Ped Advisory Committee is implementing a master plan that has been in place since 2013 and is formally endorsed by Marco Island City Council.

**Ms. Fendrick:** Presented details of City of Everglades submittal; part of Everglades City Bike Ped Master Plan, Phase 4, northern area of Everglades City; described surrounding land uses, destinations including elementary school and a commercial area; described current conditions and proposed improvements; highlighted safety for children to walk to school. **Ms. Huff** provided additional remarks. In question-and-answer session that followed, **Ms. Fendrick** clarified that cost estimates include \$73,000 for design, anticipating FDOT would do in-house using state funds. Final submittal will clarify that design is part of the funding request. **Ms. Peters** advised showing request for TA/SU for design rather than state funds.

**Mr. Tisch:** Worked with Lorraine Lantz and [other County] staff to put together applications for each [Commission] district for Collier County; coordinated with stormwater improvements; presented:

District 1 application first: Naples Manor; area is built out, similar to Naples Park where existing homes lack sidewalks for people to walk safely. Each year we add sidewalks in these neighborhoods, will get there one year at a time. In response to question-and-answer session that followed, clarified that submittals based on Naples Manor Walkable Community Study.

District 2 – Naples Park sidewalks; in addition to sidewalks on interior streets, proposing to widen pathway along Vanderbilt Beach Rd due to high use. In response to question-and-answer session that followed, **Ms. Lantz** agreed with observation that MPO-funded Naples Park Community Walkability Study [2013] was contentious and was put on the shelf [not formally approved by the MPO]; project applications are proposed on streets where County already doing drainage and utility work, much has changed in past 8 years; **Mr. Tisch** explained that drainage and ROW requirements limit what can be done on Vanderbilt Beach Rd east to US 41 and on-street parking imposes limitations on western segment. **Ms. Jacob** expressed support for projects as resident of Naples Park, will take submittals to Naples Park Neighborhood Association President to make sure residents are in favor; regarding question why Naples Park getting the greatest share of County's funding request, **Mr. Tisch** responded targeted spending around \$1million per district; some project costs came in lower than expected; committee can evaluate Naples Park projects separately – don't need to be constructed as a package. **Mr. Matonti:** Vanderbilt Beach Rd is very important.

District 3: Golden Gate City sidewalks – described the gaps being addressed in submittal.

District 4: Bayshore CRA sidewalks - worked with Community Redevelopment Agency (CRA) staff to identify priorities.

District 5: Immokalee Sidewalks – worked with CRA staff to identify priorities; noted he is Project Manager for Immokalee TIGER [federal grant-funded] sidewalk improvements. **Ms. Halman** – anything that can be done for Immokalee is needed.

**Mr. Musico:** Comment on scoring: when we initially laid out the Bike Ped Master Plan, it was envisioned that a project would be a continuous project, then last year we had submissions

where multiple projects were not continuous, and the group decided we would allow that as one project. That introduces problem in scoring because if we had 3 projects and one was safety and one was environmental justice and one was on a master plan, if you score together as one project it becomes additive. Better to score projects individually, one component may have a higher score, if not then average them. My preference is score separately, but if not, come up with way to balance.

**Ms. McLaughlin:** Understanding from past submittals by County – projects are bundled together by district because they bid them together, separating projects would not be helpful for bid process. Last time some projects were far apart geographically, this year they are more clustered. In better shape [for scoring] this time.

**Mr. Musico:** Less of an issue for this submission, but something to consider going forward.

**Mr. Matonti:** Important, seem better clustered, I think the county hears it; don't want to game system. In years past they came in all over and lumped together and that affects scoring

**Mr. Tisch:** For Naples Park, I didn't think all would get funded, have money to produce plans, so if it's not funded this year, it'll be used next year, idea is to get studies done as required by state application. Naples Park projects are expensive, didn't expect all to be funded, also looking for future years.

**Ms. Peters:** Goal is to program projects in order they are ranked. But projects can be put on shelf and be programmed when funds become available.

**Ms. Fendrick:** For ranking, Everglades City won't have crash and safety issues and environmental justice issues, so wondering if we could relook at criteria, add something looking at utilization. In Everglades City these facilities would be used by more than just local population. Could add to ranking system?

**Ms. McLaughlin:** This would require an amendment to Bike Ped Master Plan. Gearing up for next iteration of BPMP to be completed for inclusion in 2050 LRTP. Entire BPMP will be up for revision; let process work itself out one more time; but if you are very dissatisfied, then convey to the Board you wish to amend. If you look at what got programmed, it was very successful last time everything got programmed except project I'm bringing forward. Comes down to money availability and what can we afford to do, smaller projects often move to foreground no matter the rating.

**Ms. Fendrick:** Understand living with it and unintended consequences, outcomes are different than expects, I'm fine with waiting until we redo the plan, timing is main issue.

**Ms. McLaughlin:** I'm preparing report on equity, the BPMP was written to heighten environmental justice because it was mentioned in federal review as something MPO had to focus on. Current TIP is very positive, feeling assured we're meeting federal guidelines. It's less of a problem area to solve, we have more flexibility going forward to look at other criteria. That

and safety; the BPMP is most concerned with the fatalities and severe injuries, prioritized higher than [reporting] the feeling of things being unsafe.

**Mr. Matonti:** What's the process for amending the plan?

**Ms. McLaughlin:** Sometimes it can go fast, staff drafts a text amendment, simple and sweet to go quickly, take it to BPAC and ask for comments and endorsement. If we get that we take to TAC and CAC and ask for endorsement, then go to full Board for approval. Process can get bogged down if committee spends lots of time developing new criteria and new scoring system. Is it time well spent?

**Ms. McLaughlin:** presented Bike-Ped Crossing Safety and Feasibility Study at Golden Gate Parkway between Gordon River Greenway and Freedom Park. Important connection to make a safe and convenient bike ped connection across Golden Gate Parkway to extend Gordon River Greenway to Freedom Park; in the BPMP as a Regional Priority. Reason it's in the plan as a regional priority is it was in the original Gordon River Greenway Master Plan as a pedestrian overpass. Advocacy groups promoted overpass; former City Councilman Reg Buxton and Mayor were prime supporters. City of Naples submitted project; it was endorsed in 2019 as BPAC and Board priority. Problem is some of beginning coordination started to unravel, Golden Gate Parkway is County road so the project manager would have to be Collier County and it wasn't a priority for the County. City was trying to find other sources of funding, including the Legislature but were discouraged and told not to pursue. Election resulted in change-over in Naples City Council. Ped Bridge proposal faces difficulties and even the study will be expensive due to environmental concerns (multiple wetlands and parklands). As a regional connector it's significant. Proposal is simply to expand the project definition to not just look at overpass, because not all public will love it, bicycling community could be half for & half against. We need to look at full range of alternatives, include at least a surface connection. FDOT looked at the study cost and it's similar to cost to study the bridge option. Proposing we reinvigorate this project. In response to question-and-answer session that followed, clarified regional connections to north, east and west including to Livingston FPL easement [SUNTrail]. Center of the hub for Naples Pathways Coalition Paradise Coast Trail Vision. Cost estimate to construct ped bridge was close to \$5 million, but that's probably low, closer to \$10 million due to overhead powerlines, wetland mitigation required. Cost to do underpass instead would likely double.

More public involvement is needed. These [over-pass] projects divide communities, don't want to walk into divided community with a big-ticket item, PD&E provides extensive public involvement.

## **B. Endorse Lee/Collier MPO Joint Meeting Agenda**

**Ms. McLaughlin:** Presented draft agenda in package. Seeking comments from committee. Committee members suggested adding report on Livingston FPL corridor [Naples Pathways Committee] and update from Office of Greenways and Trails on regional SUNTrail projects.

***Mr. Matonti moved to endorse the agenda with the addition of Office of Greenways and Trails (OGT) and Livingston. Ms. Fendrick seconded. Carried unanimously.***

### **C. Endorse 2022 Meeting Calendar**

**Ms. McLaughlin:** Presented Executive Summary in packet.

*Ms. Fendrick moved to endorse, Ms. Halman seconded, carried unanimously.*

## **8. Reports & Presentations (May Require Committee Action)**

### **A. Local Roads Safety Plan**

**McLaughlin:** Report on outcome of Local Road Safety Plan. Board approved on May 14, 2021, with following changes: added local best practices to plan - Collier County and City of Naples analyze crashes to determine if design could be a factor or more of a behavior and enforcement issue. Incorporated comments from County Sheriff's Office, added to best practices on outreach and education. High crash corridors and intersections identified in Local Road Safety Plan incorporated in 2045 LRTP project prioritization and Transportation System Performance Report and Action Plan. MPO will issue Call for Safety Projects LRSP encouraged formation of traffic safety coalition same time as Naples Community Traffic Safety Team, now lead by Blue Zones, initiated informal Bike/Ped safety coalition for Naples. Enhanced practices include speed management in high crash areas. FDOT emphasizes need to control speed to lessen severity of crashes. MPO will be more proactive with bike/ped safety education and outreach, giveaways from FDOT and Federal Highway Association (FHWA). MPO will work with FDOT on safety audits,

**Ms. Huff:** Florida Bicycle Association meeting in July, bicycle motorist safety quiz: [flbikesafetyquiz.com](http://flbikesafetyquiz.com) sharing it a lot. Eventually will have one for child cyclists in the schools. Brought some newsletters and street-smart pamphlets, can get more if we want more, good for bike safety.

## **9. Members Comments**

**Ms. Huff:** Last year in Everglades City didn't have the bike ride because of COVID, planning on starting again in October, off or on road tours EvergladesFROGG.org.

## **10. Distribution Items**

none

## **11. Next Meeting Date**

September 21, 2021 – 9:00 a.m.  
In-Person Only

## **12. Adjournment**

*The Chair adjourned the meeting at 11:28 a.m.*

**EXECUTIVE SUMMARY**  
**COMMITTEE PRESENTATION**  
**ITEM 8A**

**FDOT District 1 Active Transportation Plan**

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**OBJECTIVE:** To receive a presentation from the Florida Department of Transportation (FDOT) District 1 on its Active Transportation Plan.

**CONSIDERATIONS:** FDOT District 1 Pedestrian & Bicycle Planning Coordinator, Deborah Chesna, will give a presentation on the District's recently completed Active Transportation Plan.

**STAFF RECOMMENDATION:** For the committee to be informed about the FDOT District 1 Active Transportation Plan.

Prepared By: Anne McLaughlin, MPO Director



**EXECUTIVE SUMMARY**  
**COMMITTEE PRESENTATION**  
**ITEM 8B**

**Preliminary Project Scoring Matrix**

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**OBJECTIVE:** To assist agencies in preparing their final submittals by giving a presentation on the MPO's Preliminary Project Scoring Matrix.

**CONSIDERATIONS:** Based on comments made at the August committee meeting and follow-up discussions with MPO staff, Collier County provided crash data for all its projects and reduced the number and total cost for projects in the Naples Park area. (**Attachment 1**)

The MPO Director developed a Preliminary Project Scoring Matrix based on information submitted thus far to demonstrate how supporting documentation can affect project scores using the evaluation criteria and scoring methodology in the Bicycle & Pedestrian Master Plan. The matrix is shown in **Attachment 2**.

The Call for Projects Process and Schedule remains the same. (**Attachment 3**) The deadline for agencies to submit FDOT Transportation Alternatives (TA) Core Application Form and MPO Scoring Sheets to the MPO is October 30, 2021. The TA Core Application Form is provided as a Word.doc (electronic file) in **Attachment 4**. The MPO Scoring Sheet is provided in excel format (electronic file) in **Attachment 5**.

**STAFF RECOMMENDATION:** For the committee to receive a presentation on the MPO's Preliminary Project Scoring Matrix to assist agencies in preparing their final submittals.

Prepared By: Anne McLaughlin, MPO Director

**Attachments:**

1. Revised Project Information Submitted by Collier County
2. Preliminary Project Scoring Matrix
3. FDOT TA Core Application (Word.doc)
4. Call for Projects – Process and Schedule
5. MPO Project Scoring Sheet (Excel file)

## Resubmittal District 2 Collier County

### MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: \_\_\_\_\_
4. Date of Application: 7/20/21
5. Project Title: **District 2 Projects – Vanderbilt Beach Road**
6. Project Category
 

<u>  X  </u> Arterial / Collector	<u>      </u> Local / Residential
<u>      </u> Spine / Pathway	<u>      </u> Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
 

Naples Manor – Vanderbilt Beach Road – Southbay Drive to Gulf Pavillion Drive

Project Length: 0.86 Mile    Design: \$100,000    Const: \$502,000    CEI: \$101,000

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_
8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
 

The project on Vanderbilt Beach Road in Naples Park includes a 10-foot wide asphalt path

along the north side of the road. The multi-use path will be widened to 10-feet on from

Southbay Drive to US 41. This facility has one of the highest pedestrian utilization rates in the

County. Other improvements and safety features include crosswalks, drainage

improvements, and signing and marking.

\_\_\_\_\_

\_\_\_\_\_
9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
 

If programmed by the MPO/FDOT, the design and construction is expected to be

approximately 5 years into the future. Once fully funded, the design and construction is

feasible within 24 months.

\_\_\_\_\_

\_\_\_\_\_

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

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11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

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12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4)

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13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

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14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

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15. Please provide any additional information that may support the project application.  
(Attach additional pages or documentation if needed.)

Very high pedestrian usage.

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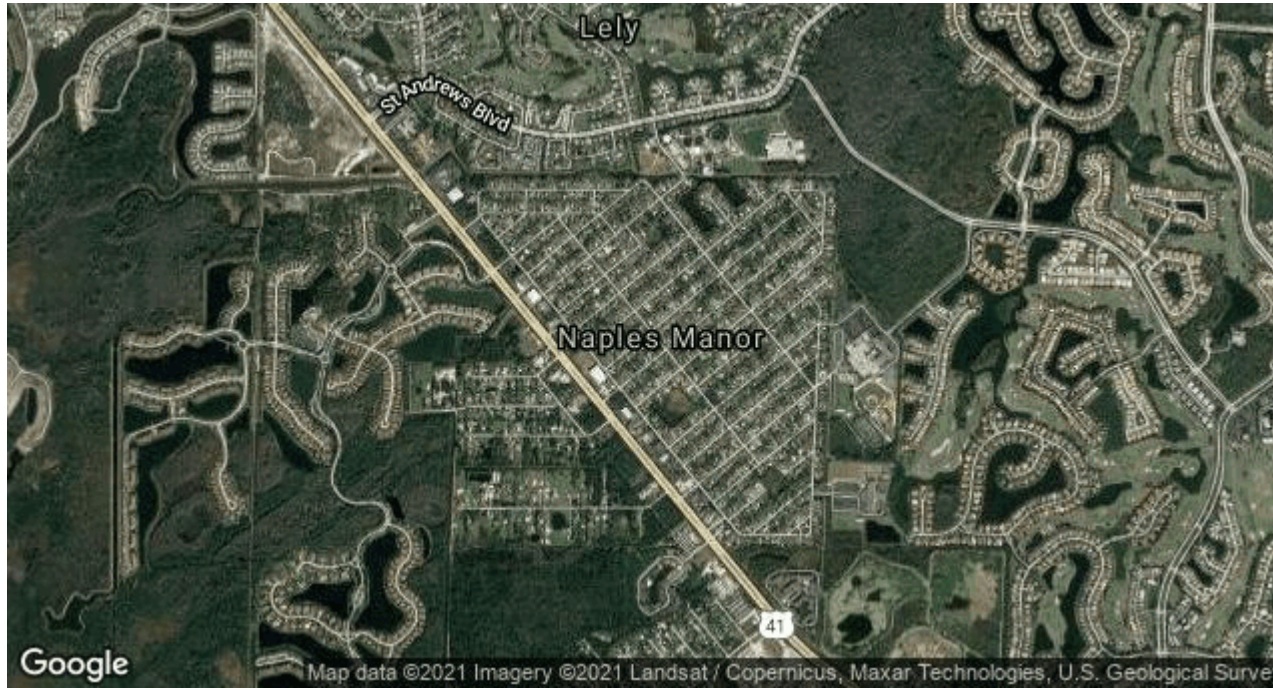
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Report Memo:

None



**Selections used to generate this report:**

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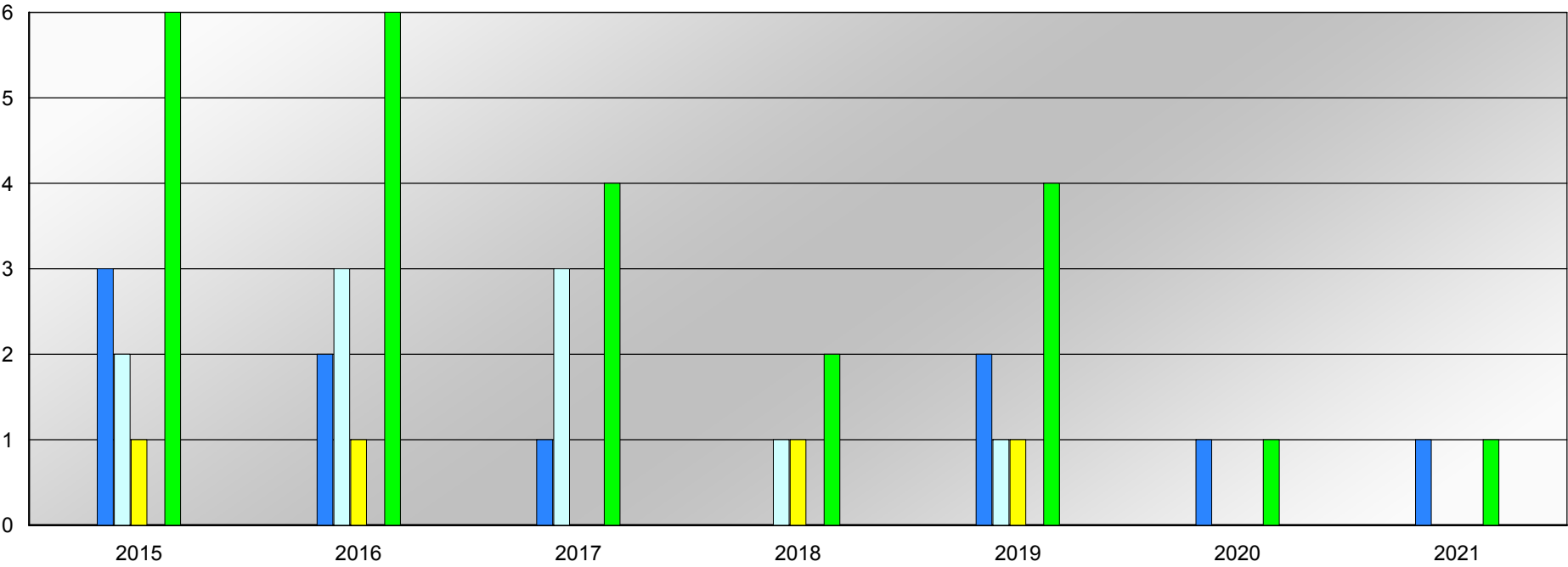
Vulnerable Users: Pedestrian,Bike,Motorcycle

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Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.											
03/09/2015 to 02/09/2021			24	0	5	10	10	6	3	1	0	0	2	24	9	3	4											
Intersection Summary Top 40 Report Click for Drill Down					Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan										
								Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
GEORGIA AVE @ HOLLAND ST					5	0	1	0	0	1	0	2	3	0	0	0	0	0	0	0	1	0	1	1	0	1	0	1
BROWARD ST @ GEORGIA AVE					2	0	2	0	1	0	1	2	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
FLORIDAN AVE @ MARTIN ST					2	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0
CAROLINA AVE @ CATTS ST					2	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
CAROLINA AVE @ WARREN ST					2	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	2
FLORIDAN AVE @ MITCHELL ST					1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FLORIDAN AVE @ BROWARD ST					1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
FLORIDAN AVE @ HARDEE ST					1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
BROWARD ST @ TEXAS AVE					1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
GEORGIA AVE @ HARDEE ST					1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
GEORGIA AVE @ CARLTON ST					1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
TEXAS AVE @ TRAMMELL ST					1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
FLORIDAN AVE @ ENTRANCE ST					1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
CAROLINA AVE @ CARLTON ST					1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
GEORGIA AVE @ WARREN ST					1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	1	0	0	0	0	1
SHOLTZ ST @ CAROLINA AVE					1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	1

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015	to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Number of Crashes By Year

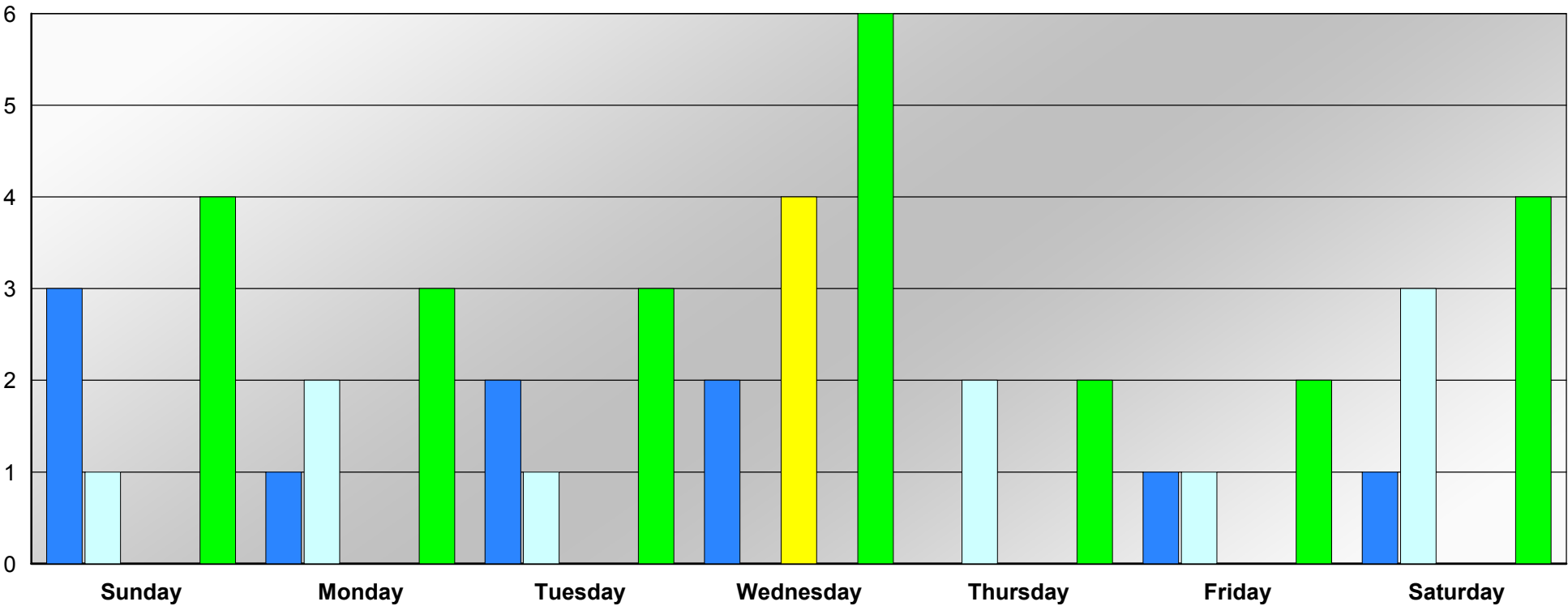


Breakdown of Crashes by Year

	2015	2016	2017	2018	2019	2020	2021
PDO	3	2	1	0	2	1	1
Possible Injury	2	3	3	1	1	0	0
Injury Crashes	1	1	0	1	1	0	0
Total Crashes	6	6	4	2	4	1	1

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015	to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Number of Crashes by Day of Week

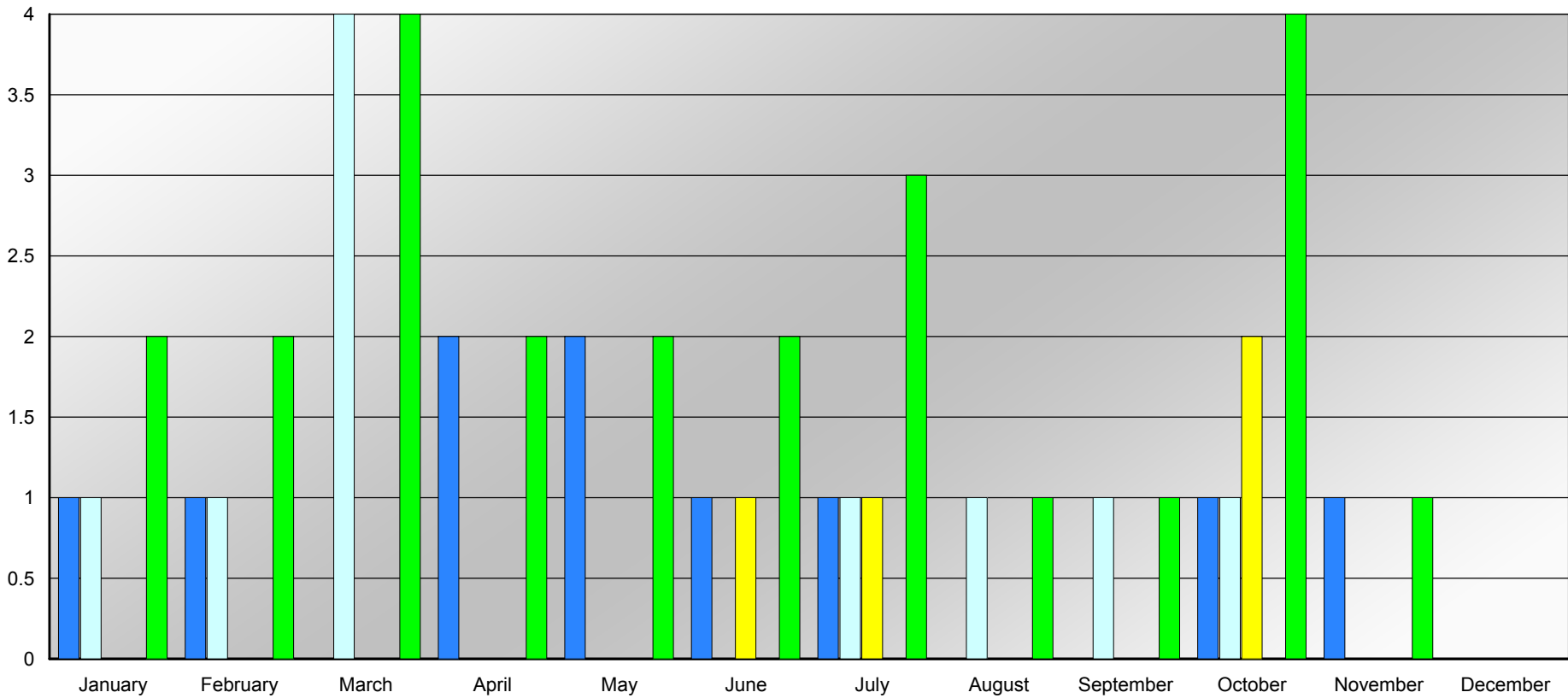


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	3	1	2	2	0	1	1	10
Possible Injury	1	2	1	0	2	1	3	10
Injury Crashes	0	0	0	4	0	0	0	4
Total Crashes	4	3	3	6	2	2	4	24



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021		24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

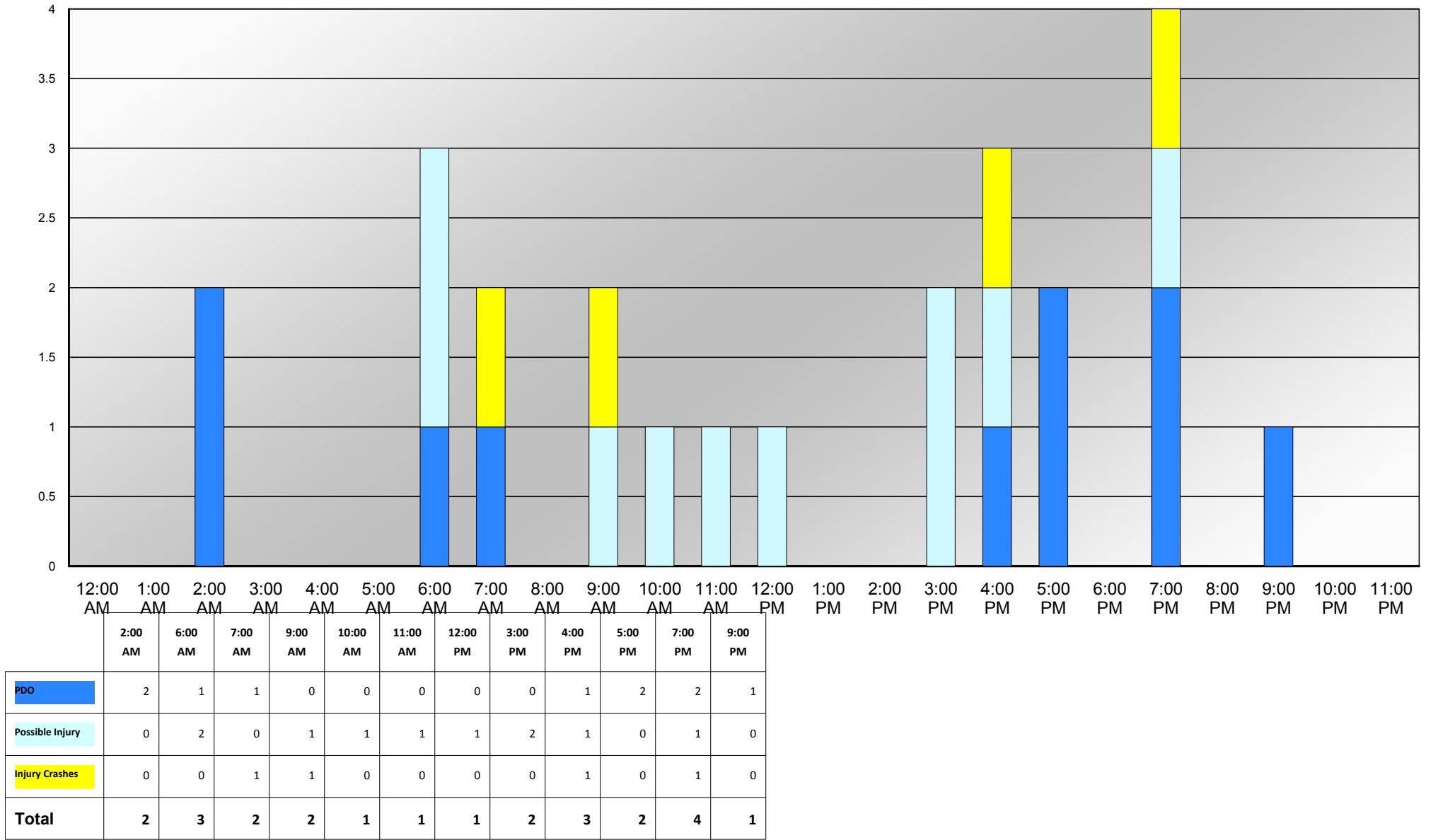
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	1	1	0	2	2	1	1	0	0	1	1	0	10
Possible Injury	1	1	4	0	0	0	1	1	1	1	0	0	10
Injury Crashes	0	0	0	0	0	1	1	0	0	2	0	0	4
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	2	4	2	2	2	3	1	1	4	1	0	24

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021		24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Crashes by Time of Day



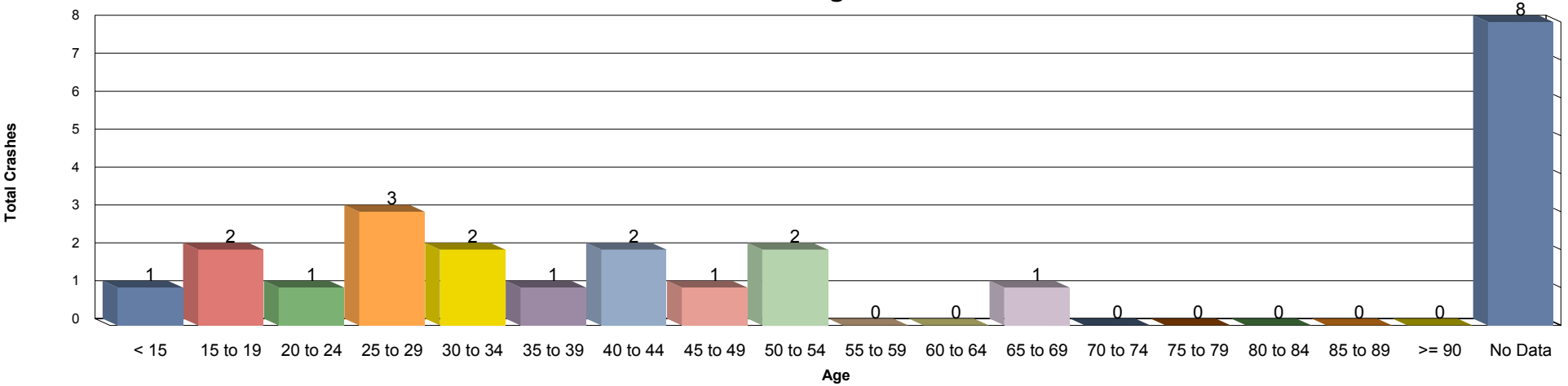
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021		24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age < 15	1	0	0	0	0	1	0	0	0	0	0	1
Age 15 to 19	2	0	0	0	1	1	0	0	0	0	0	0
Age 20 to 24	1	0	0	1	1	0	0	0	0	0	0	0
Age 25 to 29	3	0	2	0	1	2	0	0	1	1	1	1
Age 30 to 34	2	0	2	1	1	0	0	0	0	0	1	2
Age 35 to 39	1	0	0	0	1	0	0	0	0	0	0	0
Age 40 to 44	2	0	1	0	1	1	0	0	0	0	1	1
Age 45 to 49	1	0	0	1	0	0	0	0	1	0	0	1
Age 50 to 54	2	0	0	1	1	0	0	0	0	0	0	1
Age 55 to 59	0	0	0	0	0	0	0	0	0	0	0	0
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	1	0	0	1	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	8	0	0	5	3	1	0	0	0	0	0	2

Driver Age



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Crash Type Summary

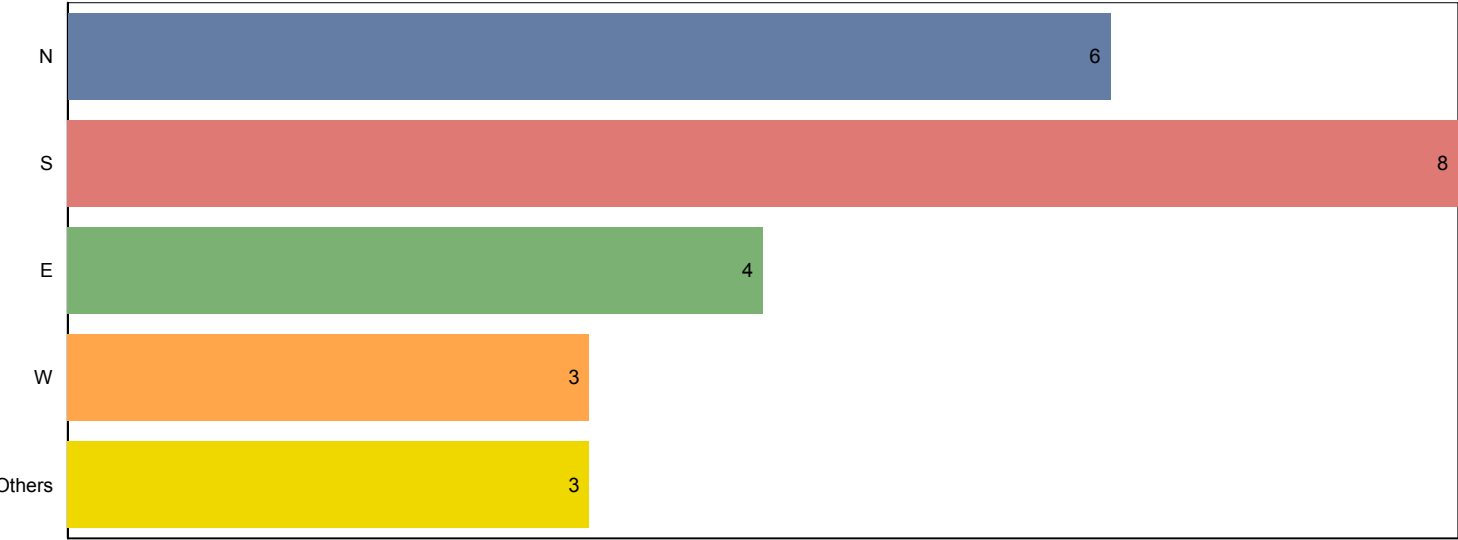
Impact Type							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Angle	7	0	1	0	4	3	7	4	0	2	
Front to Front	1	0	0	1	0	0	1	0	1	0	
Front to Rear	2	0	1	0	1	1	2	1	0	0	
Sideswipe, same direction	1	0	0	1	0	0	1	0	1	0	
Unknown	13	0	3	8	5	2	13	4	1	2	

Relation to Intersection							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Intersection	4	0	1	2	2	1	4	1	0	4	
Intersection-Related	3	0	0	2	1	1	3	2	0	0	
Non-Junction	15	0	2	5	6	4	15	5	3	0	
Other, Explain in Narrative	2	0	2	1	1	0	2	1	0	0	

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015	to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Front to Front	Front to Rear	No Data	Other, Explain in Narrative	Sideswipe, same direction	Unknown
N	1	0	0	4	0	0	1
S	3	0	1	1	1	0	2
E	0	0	1	0	2	0	1
W	2	0	0	0	0	1	0
Others	1	1	0	1	0	0	0
Total	7	1	2	6	3	1	4

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

At Fault Vehicle Summary

Vehicle Type	Strategic Highway Safety Plan (SHSP)									
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Cargo Van (10,000lbs (4,536kg) or less)	1	0	0	1	0	0	1	0	0	0
Motorcycle	3	0	1	0	0	3	3	1	1	0
Passenger Car	10	0	2	3	6	2	10	4	1	3
Passenger Van	1	0	0	1	1	0	1	0	0	0
Pickup	3	0	0	2	1	0	3	1	1	1
Unknown	3	0	0	2	1	0	3	1	0	0
No Data	3	0	2	1	1	1	3	2	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Straight Ahead</a>	14	0	2	5	6	4	14	4	2	4
<a href="#">Turning Left</a>	2	0	3	1	0	1	2	1	1	0
<a href="#">Turning Right</a>	2	0	0	1	1	0	2	2	0	0
<a href="#">Overtaking/Passing</a>	1	0	0	0	0	1	1	1	0	0
<a href="#">Unknown</a>	5	0	0	3	3	0	5	1	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Roadway Condition Summary

Roadway Location							Strategic Highway Safety Plan (SHSP)							
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection				
<a href="#">On Roadway</a>	24	0	5	10	10	6	24	9	3	4				

Road Condition							Strategic Highway Safety Plan (SHSP)							
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection				
<a href="#">Wet</a>	1	0	0	1	0	0	1	0	0	0				
<a href="#">Dry</a>	22	0	5	9	10	5	22	8	3	4				
<a href="#">Unknown</a>	1	0	0	0	0	1	1	1	0	0				

Road Contributing Cause Summary							Strategic Highway Safety Plan (SHSP)							
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection				
<a href="#">None</a>	22	0	5	10	9	5	22	8	3	4				
<a href="#">Work Zone</a>	1	0	0	0	0	1	1	1	0	0				
<a href="#">Unknown</a>	1	0	0	0	1	0	1	0	0	0				



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Traffic Control Signal

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
4	0	0	1	2	1	4	3	0	0
9	0	3	3	4	3	9	4	0	4
10	0	2	5	4	2	10	1	3	0
1	0	0	1	0	0	1	1	0	0

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Straight

Unknown

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
18	0	5	9	7	4	18	4	3	4
6	0	0	1	3	2	6	5	0	0

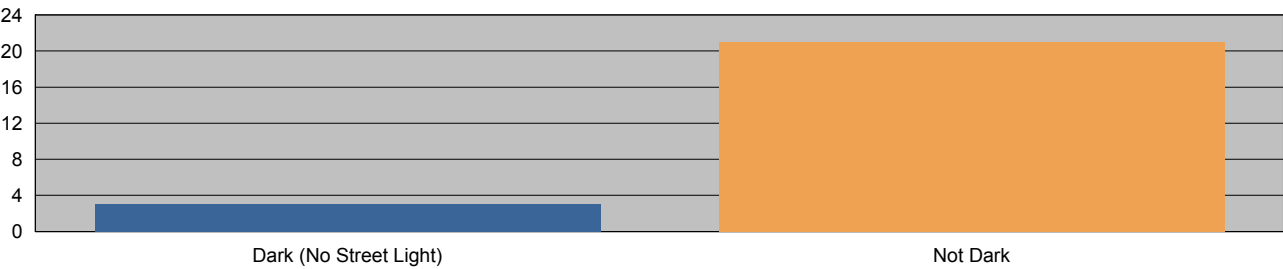
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015 to 02/09/2021		24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

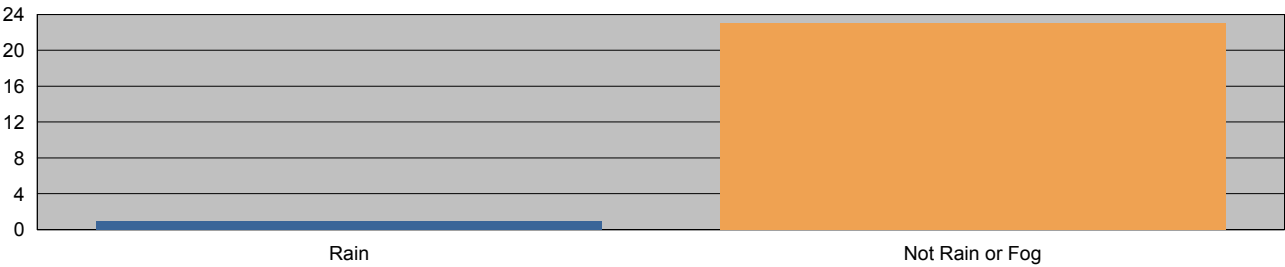
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	16	0	5	7	7	4	16	6	2	3
Dark-Lighted	2	0	0	1	0	1	2	1	1	0
Dusk	1	0	0	0	1	0	1	0	0	0
Dawn	2	0	0	2	0	0	2	2	0	0
Dark-Not Lighted	3	0	0	0	2	1	3	0	0	1



Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	22	0	5	9	9	6	22	9	3	4
Cloudy	1	0	0	0	1	0	1	0	0	0
Rain	1	0	0	1	0	0	1	0	0	0



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/09/2015	to 02/09/2021	24	0	5	10	10	6	3	1	0	0	2	24	9	3	4

Located Crashes

Area	Crashes	Fatalities	Injuries
EAST NAPLES	22	0	5
NAPLES	1	0	0
UNINCORPORATED	1	0	0
Totals:	24	0	5

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
Totals:			

Report Memo:

None

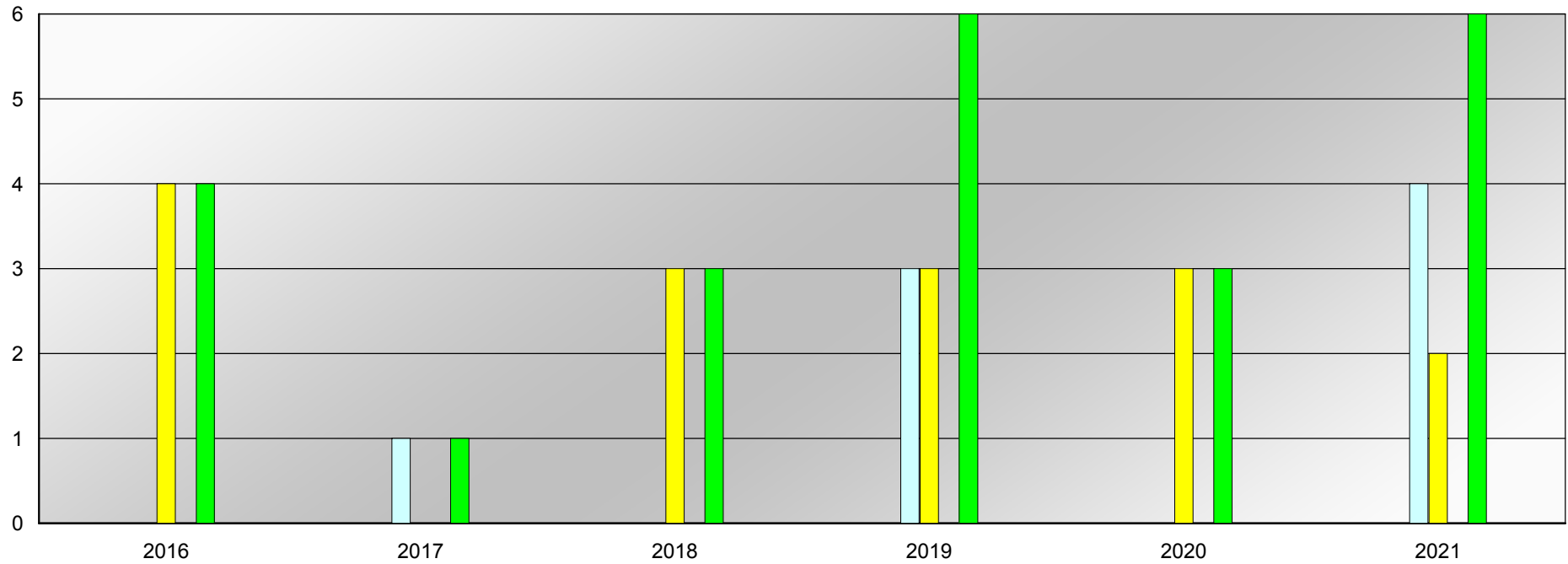


**Selections used to generate this report:**

Years: 2021,2020,2019,2018,2017,2016  
Severity: Fatal,Incapacitating,NonIncapacitating,PossibleInjury  
Vulnerable Users: Pedestrian,Bike  
Saved Area 1: -81.81714149058716 26.252837512013585, -81.81709857524294 26.25287600066959, -81.817828136095 26.272272660217972, -81.80199237407065 26.272465071163687, -81.8016061359725 26.250335722021113, -81.81714149058716 26.252837512013585

Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.									
01/11/2016 to 06/25/2021			23	0	15	11	15	0	0	0	0	0	0	23	7	0	7									
Intersection Summary Top Intersection Report  Click for Drill Down			Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan										
						Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
VANDERBILT BEACH RD (CR 862) @ GULF PAVI			3	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
7TH ST N @ 99TH AVE N			2	0	1	0	0	1	1	1	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
VANDERBILT BEACH RD (CR 862) @ CR 901			1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
US 41 @ 91ST AVE N			1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8TH ST N @ 94TH AVE N			1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6TH ST N @ 94TH AVE N			1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8TH ST N @ 95TH AVE N			1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0
8TH ST N @ 96TH AVE N			1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8TH ST N @ 100TH AVE N			1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8TH ST N @ 101ST AVE N			1	0	1	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0
6TH ST N @ 103RD AVE N			1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
VANDERBILT DR (CR 901) @ 105TH AVE N			1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
US 41 @ 106TH AVE N			1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
6TH ST N @ 108TH AVE N			1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7TH ST N @ 108TH AVE N			1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
VANDERBILT DR (CR 901) @ 109TH AVE N			1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0
VANDERBILT DR (CR 901) @ BLUEBILL AVE			1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7TH ST N @ 111TH AVE N			1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
8TH ST N @ 111TH AVE N			1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
US 41 @ IMMOKALEE RD (CR 846)/111TH AVE			1	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

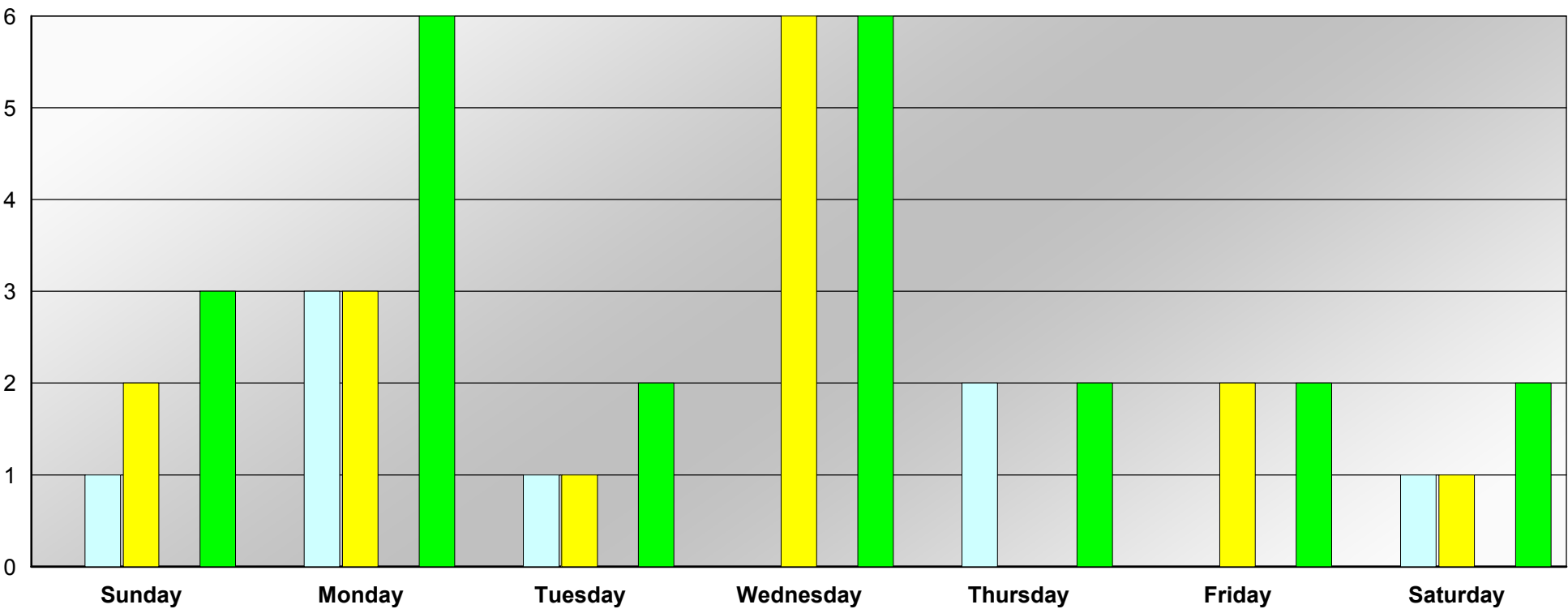
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016	to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

**Number of Crashes By Year****Breakdown of Crashes by Year**

	2016	2017	2018	2019	2020	2021
Possible Injury	0	1	0	3	0	4
Injury Crashes	4	0	3	3	3	2
Total Crashes	4	1	3	6	3	6

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016	to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

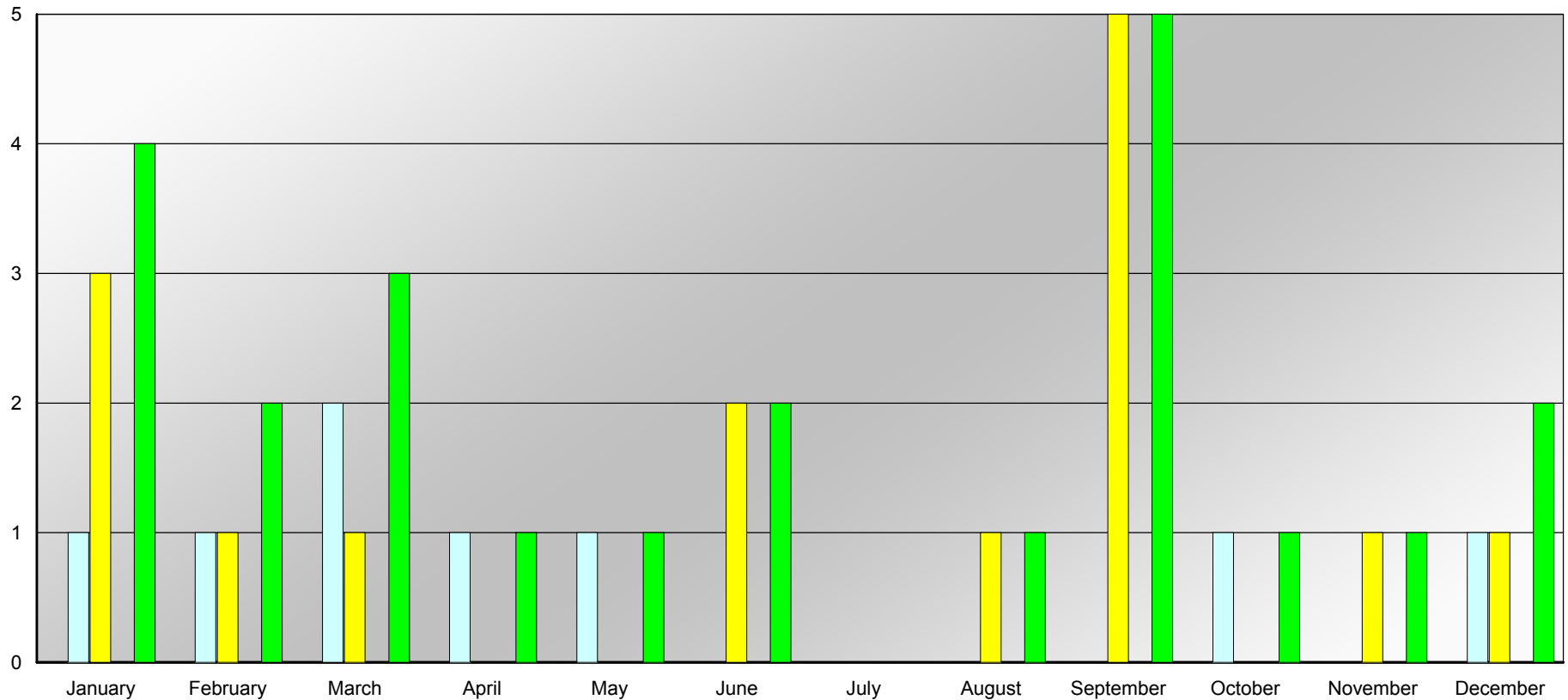
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Possible Injury	1	3	1	0	2	0	1	8
Injury Crashes	2	3	1	6	0	2	1	15
Total Crashes	3	6	2	6	2	2	2	23

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016	to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

### Number of Crashes by Month

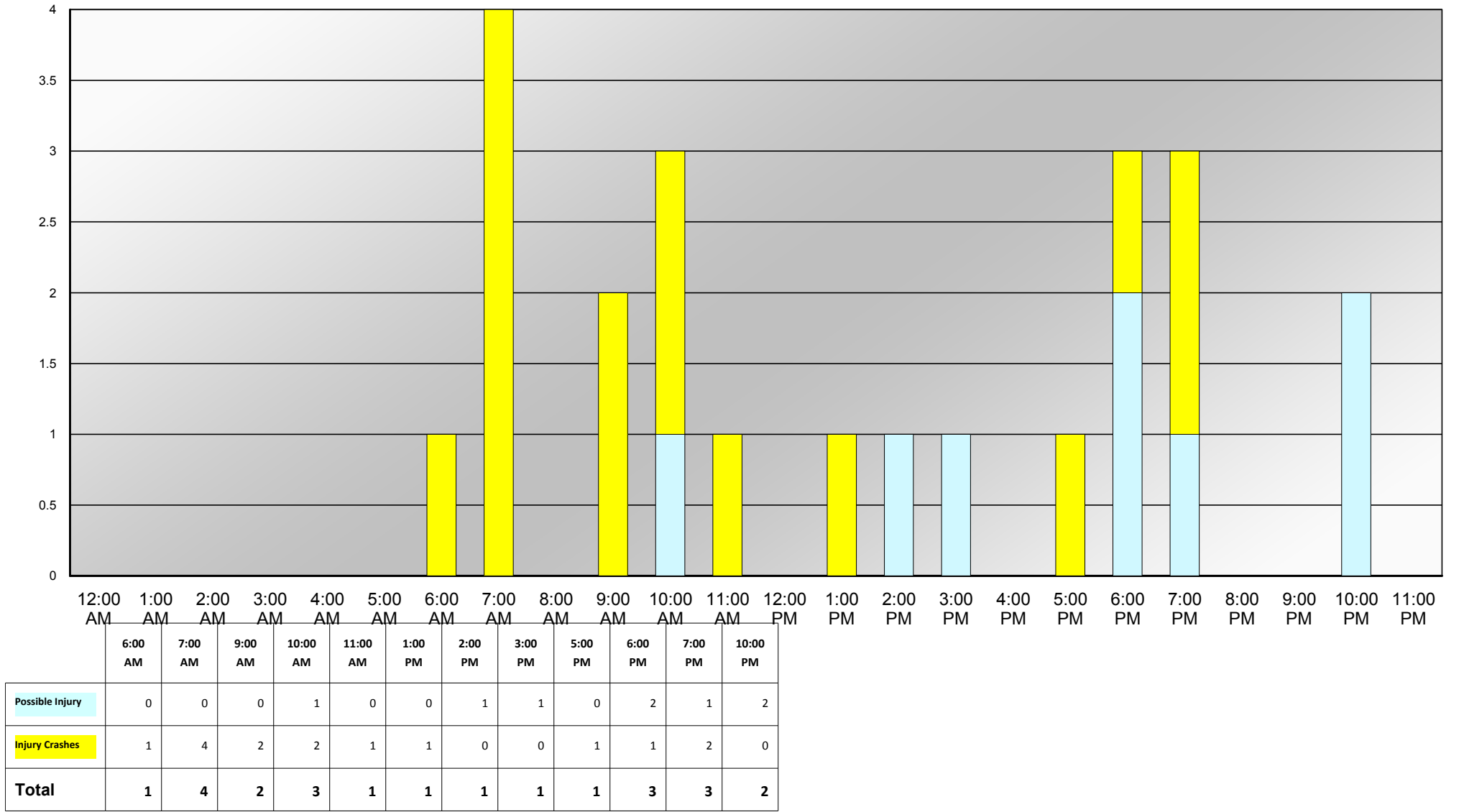


	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	1	1	2	1	1	0	0	0	0	1	0	1	8
Injury Crashes	3	1	1	0	0	2	0	1	5	0	1	1	15
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	4	2	3	1	1	2	0	1	5	1	1	2	23



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021		23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

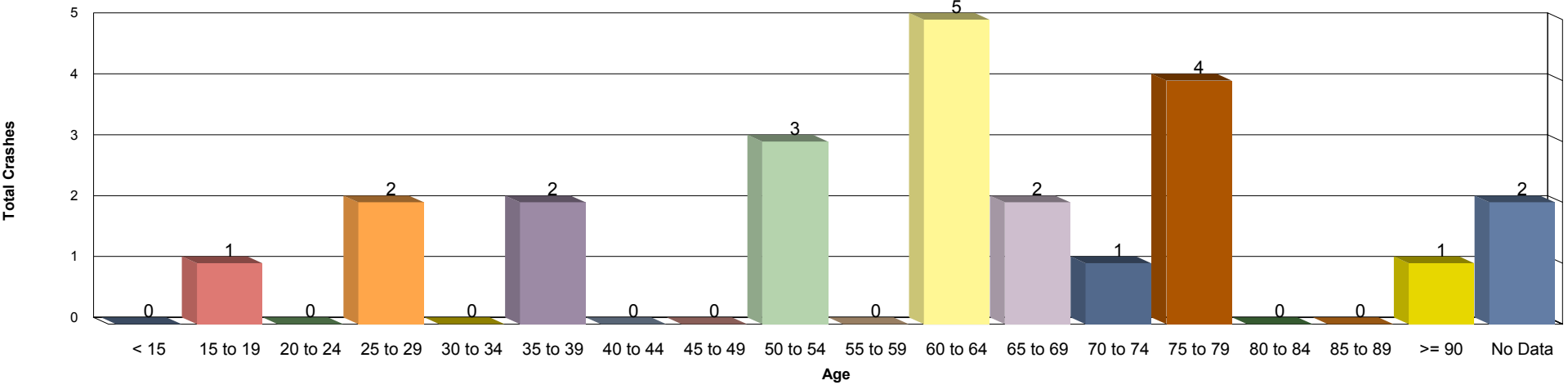
Crashes by Time of Day



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021		23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

Driver Age Summary (Vehicle 1, Driver 1)							Driver Actions						
Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving	
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	
Age 15 to 19	1	0	1	1	0	0	0	0	0	0	1	0	
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	
Age 25 to 29	2	0	1	1	2	0	0	0	0	0	0	0	
Age 30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	
Age 35 to 39	2	0	2	0	2	0	0	0	0	0	0	1	
Age 40 to 44	0	0	0	0	0	0	0	0	0	0	0	0	
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	
Age 50 to 54	3	0	1	1	2	0	0	0	0	0	0	2	
Age 55 to 59	0	0	0	0	0	0	0	0	0	0	0	0	
Age 60 to 64	5	0	4	2	3	0	0	0	0	0	0	1	
Age 65 to 69	2	0	1	1	2	0	0	0	0	0	1	1	
Age 70 to 74	1	0	1	0	1	0	0	0	0	0	0	1	
Age 75 to 79	4	0	3	2	2	0	0	0	0	0	1	1	
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	
Age >= 90	1	0	0	1	0	0	0	0	0	0	0	0	
Age No Data	2	0	1	2	1	0	0	0	0	0	0	0	

Driver Age



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021		23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

Crash Type Summary

Impact Type

Impact Type							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Angle	3	0	2	1	2	0	3	1	0	1	
Unknown	20	0	13	10	13	0	20	6	0	6	

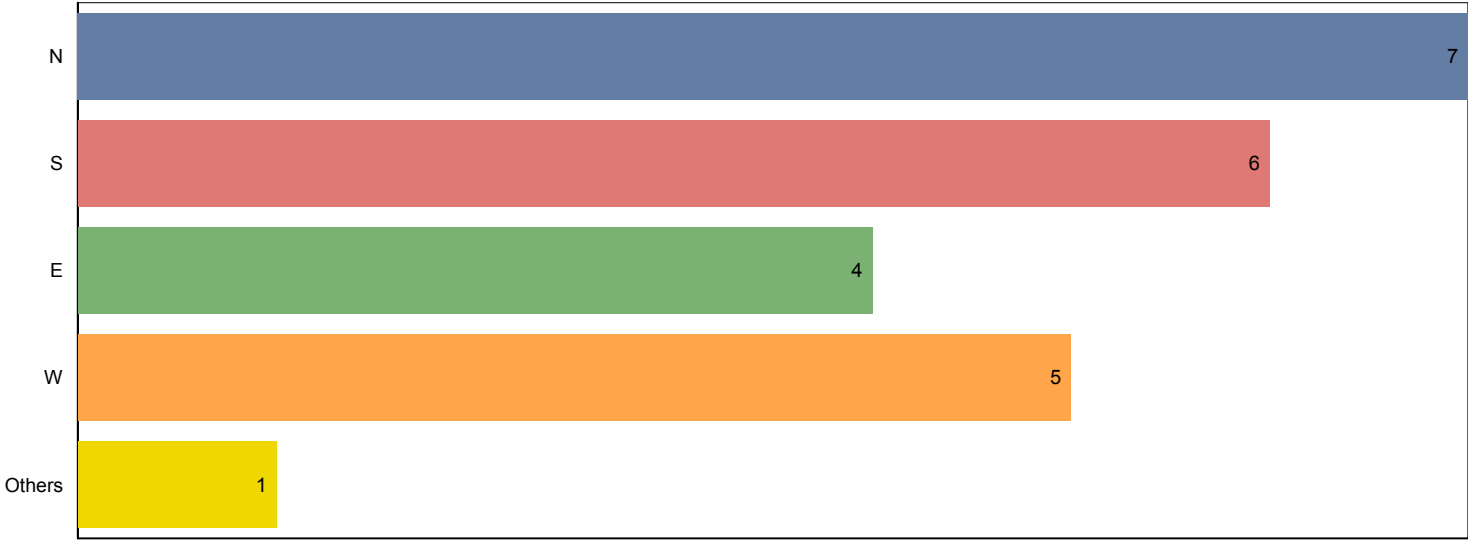
Relation to Intersection

<i>Relation to Intersection</i>							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Intersection	7	0	6	2	7	0	7	4	0	7	
Intersection-Related	4	0	1	1	3	0	4	1	0	0	
Non-Junction	8	0	6	6	2	0	8	2	0	0	
Driveway/Ally Access Related	2	0	1	1	2	0	2	0	0	0	
Unknown	2	0	1	1	1	0	2	0	0	0	

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016	to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	No Data	Other, Explain in Narrative	Unknown
N	0	5	0	2
S	2	3	0	1
E	0	2	1	1
W	1	1	2	1
Others	0	1	0	0
Total	3	12	3	5

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021		23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

At Fault Vehicle Summary

Vehicle Type	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down										
Medium/Heavy Trucks (more than 10,000lbs)	1	0	1	0	1	0	1	0	0	0
Passenger Car	8	0	4	5	5	0	8	3	0	2
Pickup	2	0	1	2	1	0	2	0	0	0
Unknown	1	0	1	1	0	0	1	0	0	0
No Data	11	0	8	3	8	0	11	4	0	5

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021		23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Straight Ahead</a>	16	0	12	7	12	0	16	6	0	7
<a href="#">Turning Left</a>	3	0	1	3	0	0	3	0	0	0
<a href="#">Turning Right</a>	2	0	0	0	2	0	2	1	0	0
<a href="#">Backing</a>	1	0	1	0	1	0	1	0	0	0
<a href="#">Unknown</a>	1	0	1	1	0	0	1	0	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

Roadway Condition Summary

Roadway Location							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	20	0	14	9	13	0	20	6	0	7
Shoulder	1	0	0	0	1	0	1	1	0	0
Off Roadway	1	0	0	1	1	0	1	0	0	0
Unknown	1	0	1	1	0	0	1	0	0	0

Road Condition							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	1	0	0	1	0	0	1	0	0	0
Dry	22	0	15	10	15	0	22	7	0	7

Road Contributing Cause Summary							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	22	0	14	11	14	0	22	6	0	7
Other, Explain in Narrative	1	0	1	0	1	0	1	1	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Traffic Control Signal</a>	2	0	1	1	1	0	2	0	0	0
<a href="#">Stop Sign</a>	9	0	6	2	8	0	9	4	0	6
<a href="#">No Controls</a>	11	0	8	7	6	0	11	3	0	1
<a href="#">Person</a>	1	0	0	1	0	0	1	0	0	0

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Straight</a>	22	0	15	10	15	0	22	7	0	7
<a href="#">Unknown</a>	1	0	0	1	0	0	1	0	0	0



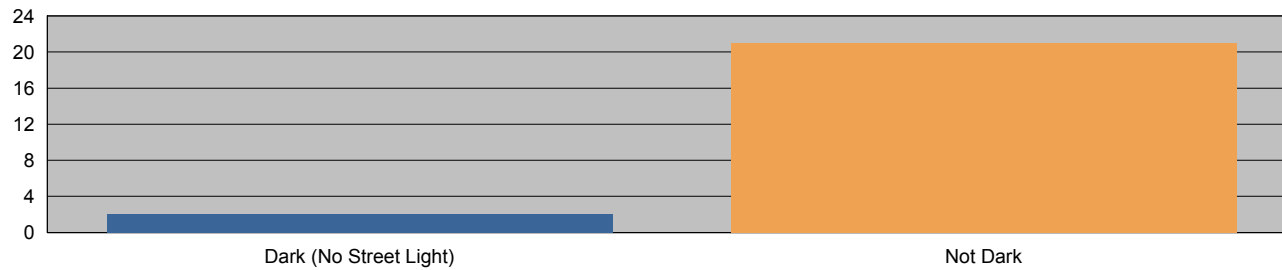
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016 to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

## Environment Summary Report

### Lighting

#### Strategic Highway Safety Plan (SHSP)

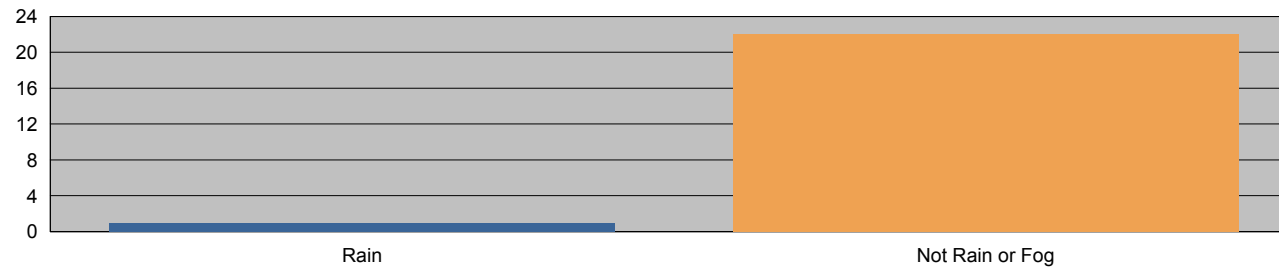
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Daylight</a>	15	0	11	6	11	0	15	5	0	5
<a href="#">Dark-Lighted</a>	3	0	1	2	1	0	3	1	0	1
<a href="#">Dusk</a>	2	0	1	0	2	0	2	1	0	0
<a href="#">Dawn</a>	1	0	1	1	0	0	1	0	0	0
<a href="#">Dark-Not Lighted</a>	2	0	1	2	1	0	2	0	0	1



### Weather

#### Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Clear</a>	19	0	14	8	14	0	19	7	0	7
<a href="#">Cloudy</a>	3	0	1	2	1	0	3	0	0	0
<a href="#">Rain</a>	1	0	0	1	0	0	1	0	0	0



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/11/2016	to 06/25/2021	23	0	15	11	15	0	0	0	0	0	0	23	7	0	7

Located Crashes

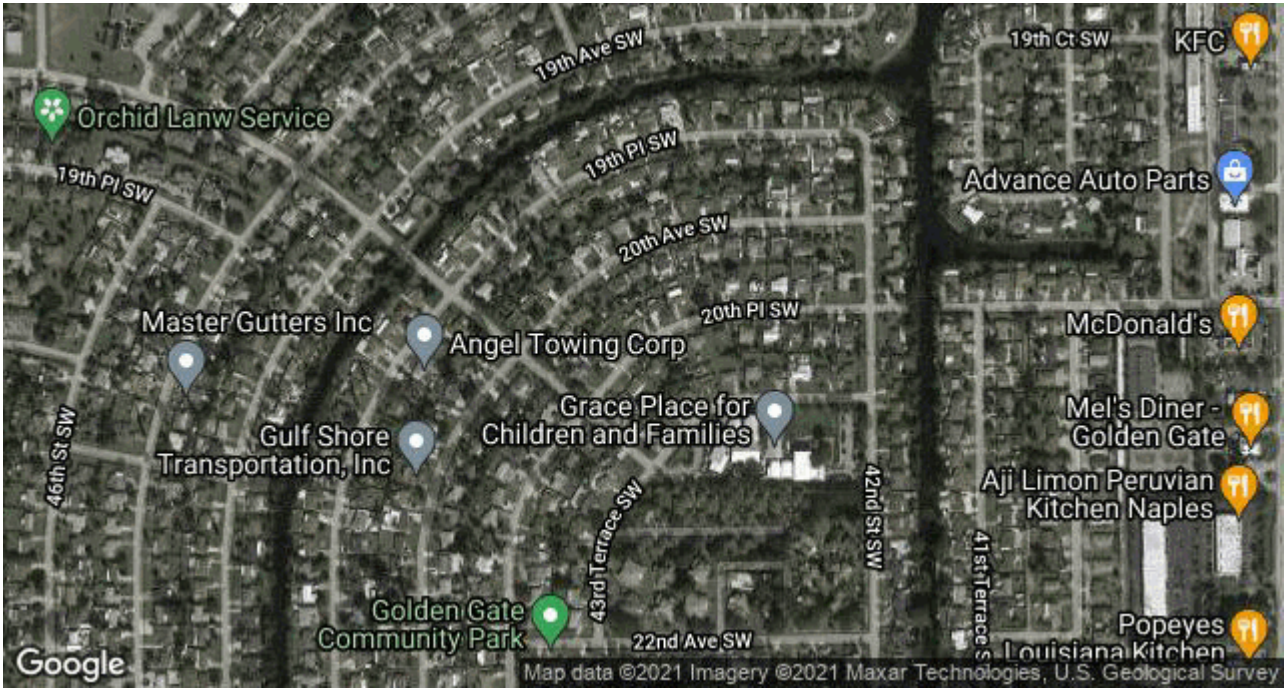
Area	Crashes	Fatalities	Injuries
NAPLES	4	0	3
NORTH NAPLES	5	0	3
UNINCORPORATED	14	0	9
Totals:	23	0	15

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
Totals:			

Report Memo:

None



**Selections used to generate this report:**

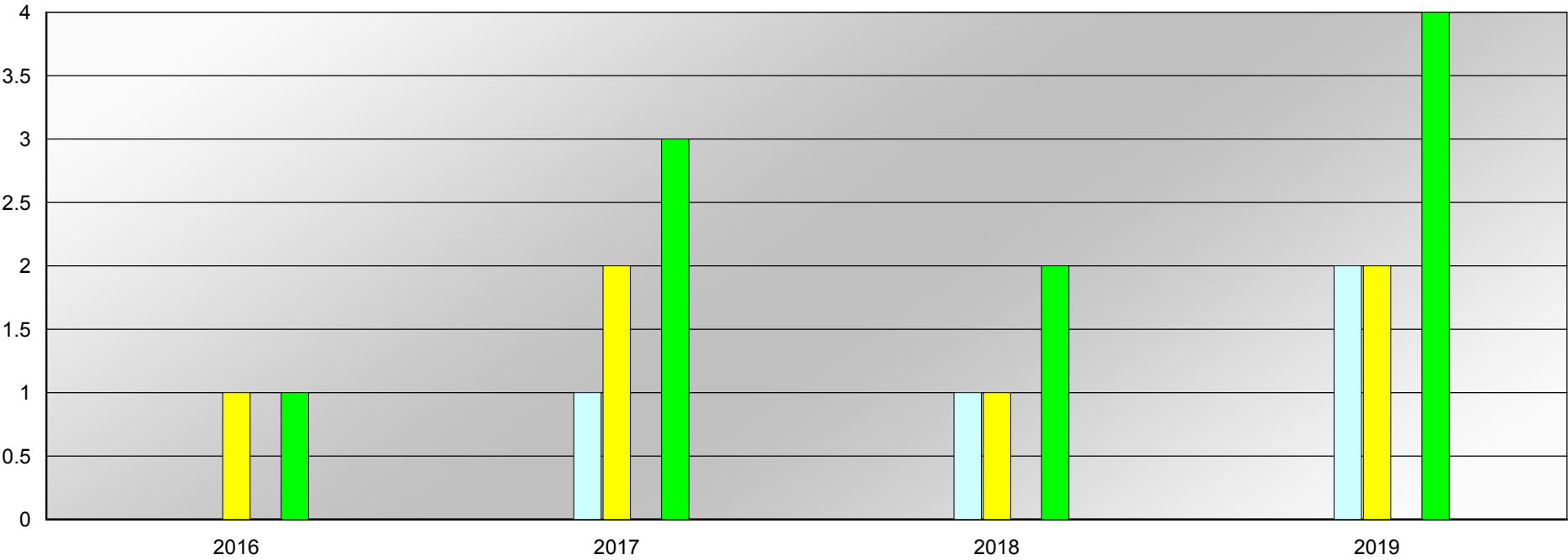
Years: 2021,2020,2019,2018,2017,2016  
Severity: Fatal,Incapacitating,NonIncapacitating,PossibleInjury  
Vulnerable Users: Pedestrian,Bike  
Saved Area 1: -81.70244218881717 26.197393405671566, -81.70246364648929 26.19739340567155, -81.68761493738246 26.197528180141703, -81.68740036066127 26.184685397907977, -81.69413806970685 26.184627631071336, -81.69950248773677 26.184550608577943, -81.70046808298216 26.184435074742364, -81.70175554330933 26.184030705415775, -81.7021417814075 26.18480093149533, -81.70244218881717 26.197393405671566

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016 to 12/16/2019		10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Intersection Summary Top 40 Report  Click for Drill Down	Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan											
				Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
23RD AVE SW @ 45TH ST SW	1	0	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0
45TH ST SW @ 22ND PL SW	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20TH PL SW @ SUNSET RD	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
20TH PL SW @ 40TH TER SW	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COLLIER BLVD (CR 951) @ 20TH PLACE SW	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44TH TER SW @ 19TH PL SW	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
19TH AVE SW @ 45TH ST SW	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42ND ST SW @ 18TH PL SW	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016	to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Number of Crashes By Year

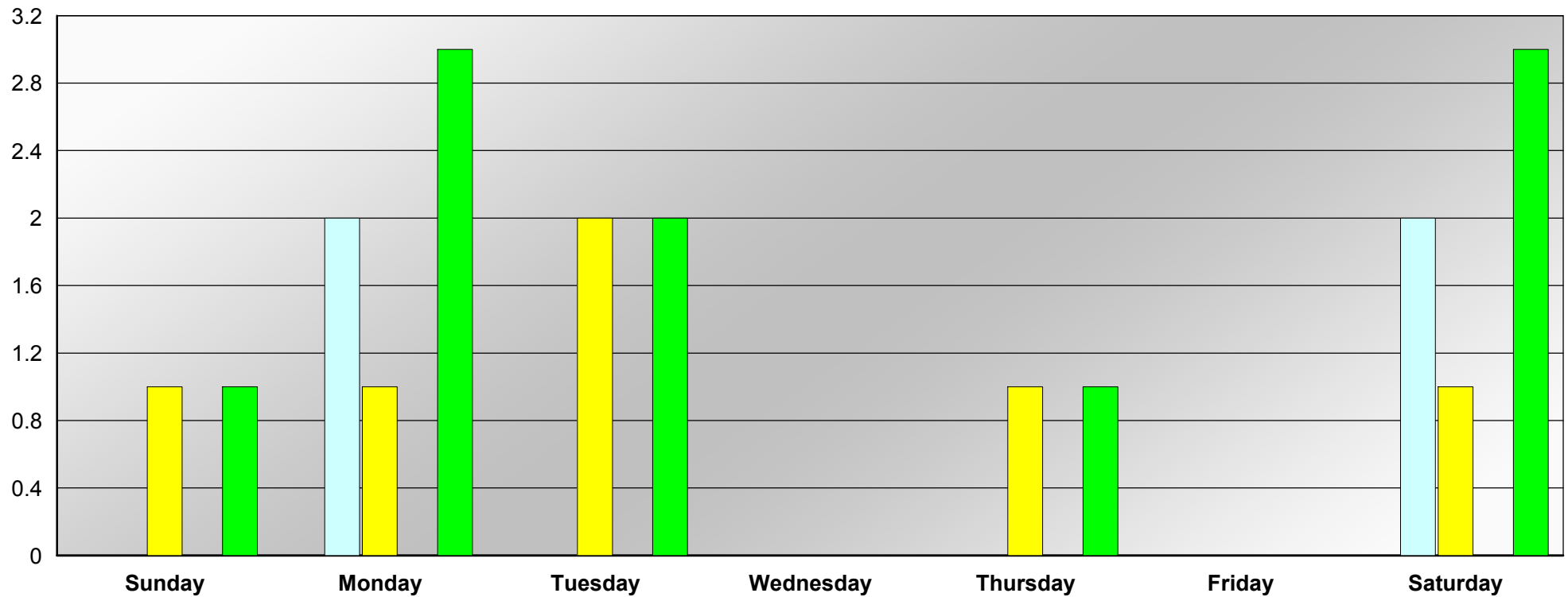


Breakdown of Crashes by Year

	2016	2017	2018	2019
Possible Injury	0	1	1	2
Injury Crashes	1	2	1	2
Total Crashes	1	3	2	4

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016	to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

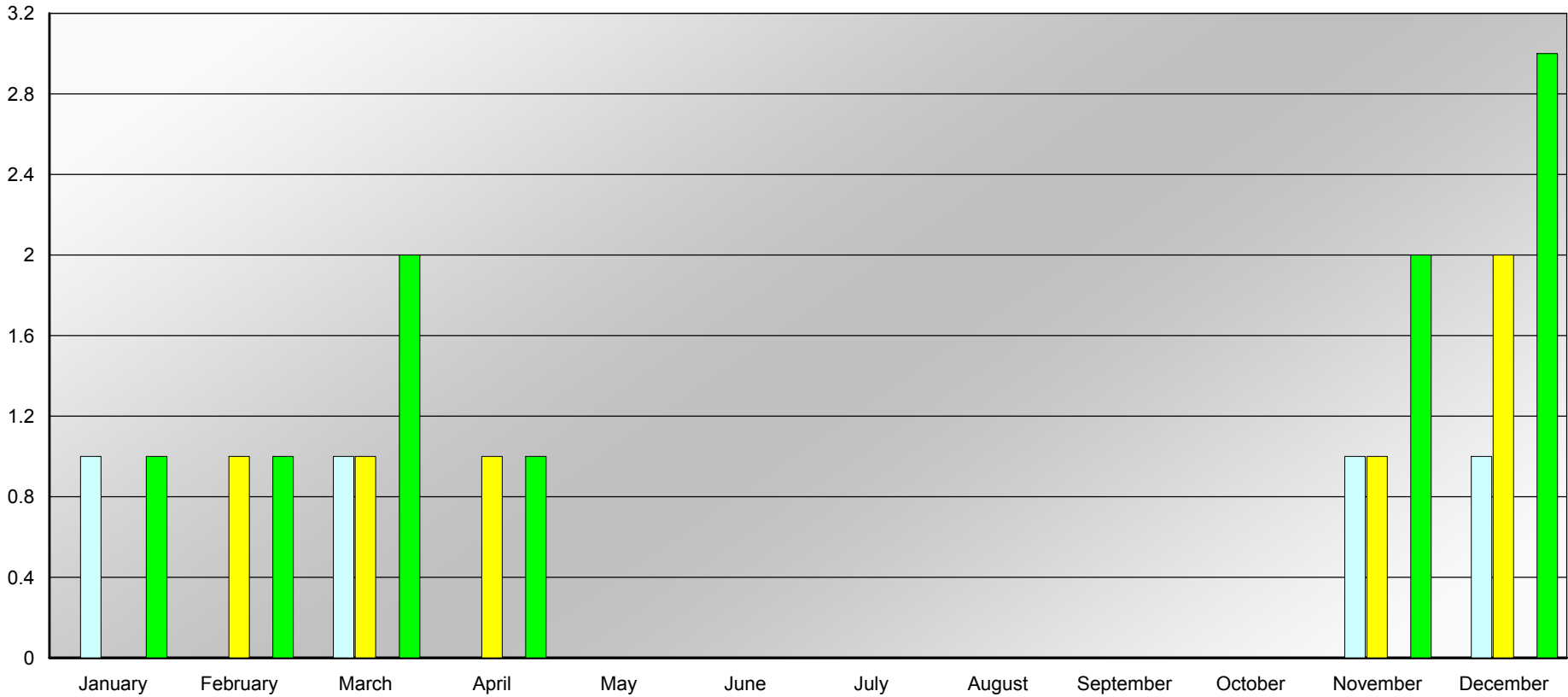
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Possible Injury	0	2	0	0	0	0	2	4
Injury Crashes	1	1	2	0	1	0	1	6
Others	0	0	0	0	0	0	0	0
Total Crashes	1	3	2	0	1	0	3	10

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016	to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

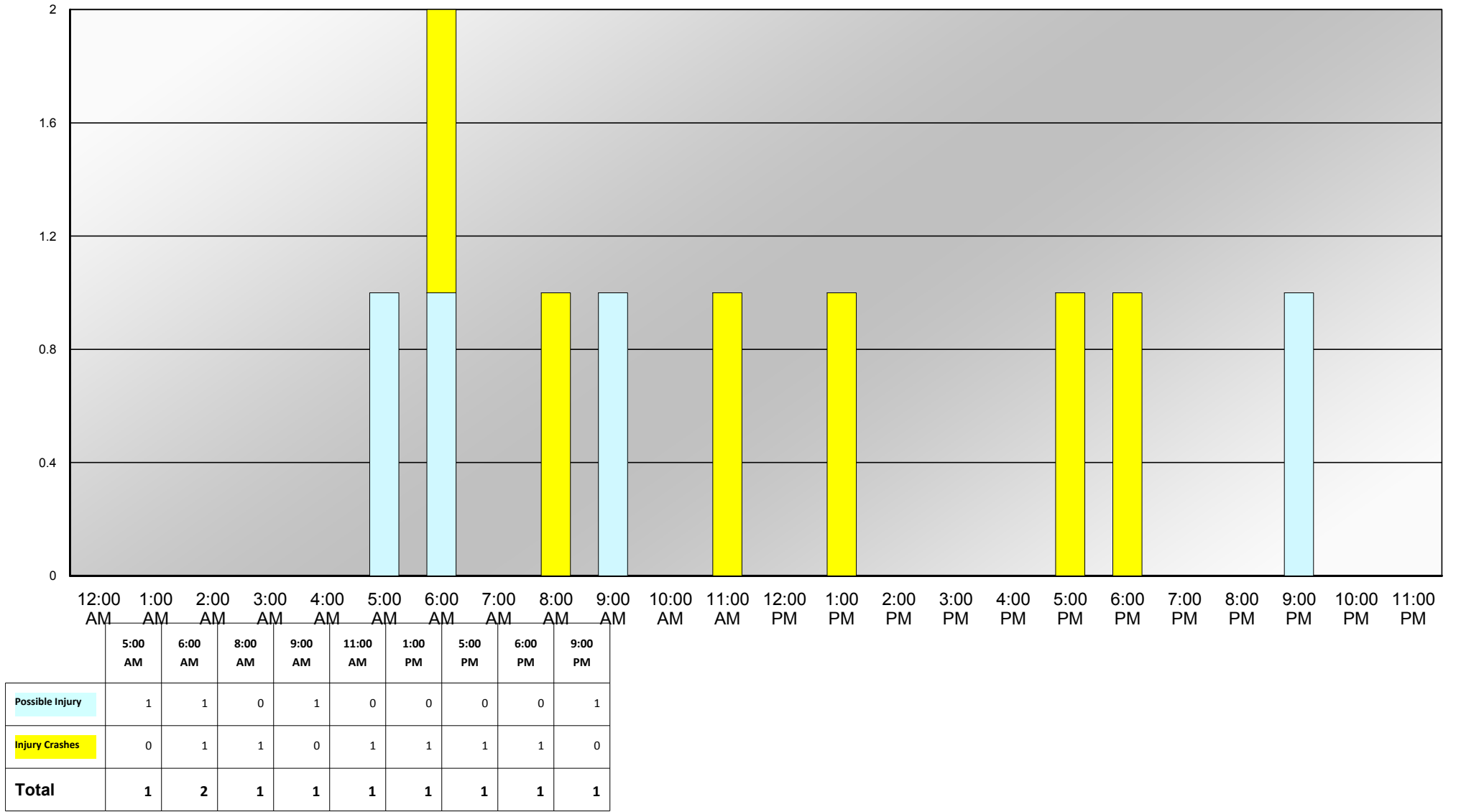
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	1	0	1	0	0	0	0	0	0	0	1	1	4
Injury Crashes	0	1	1	1	0	0	0	0	0	0	1	2	6
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	1	1	2	1	0	0	0	0	0	0	2	3	10

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016	to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Crashes by Time of Day





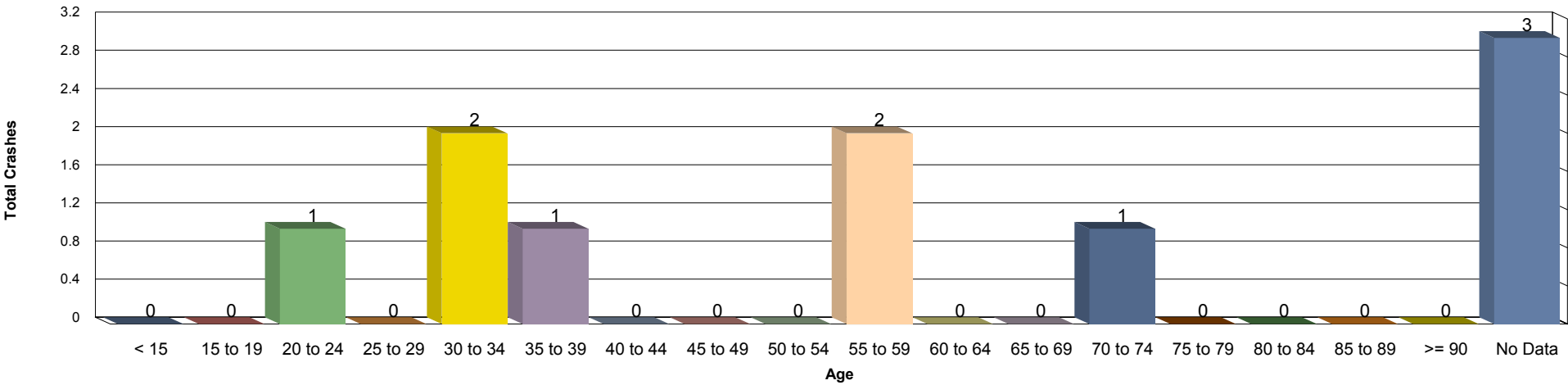
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016 to 12/16/2019		10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	0	0	0	0	0	0	0	0	0	0	0	0
Age 20 to 24	1	0	0	0	1	0	0	0	0	0	0	0
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	2	0	0	1	2	0	0	0	0	0	0	0
Age 35 to 39	1	0	1	1	0	0	0	0	0	0	0	0
Age 40 to 44	0	0	0	0	0	0	0	0	0	0	0	0
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	2	0	2	2	0	0	0	0	0	0	0	0
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	1	0	1	1	1	0	0	0	0	0	0	0
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	3	0	2	3	0	0	0	0	0	0	0	0

Driver Age



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016 to 12/16/2019		10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Crash Type Summary

Impact Type

Impact Type							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Angle	1	0	0	0	1	0	1	0	0	0	
Front to Front	1	0	1	1	1	0	1	0	1	1	
Unknown	8	0	5	7	2	0	8	0	0	1	

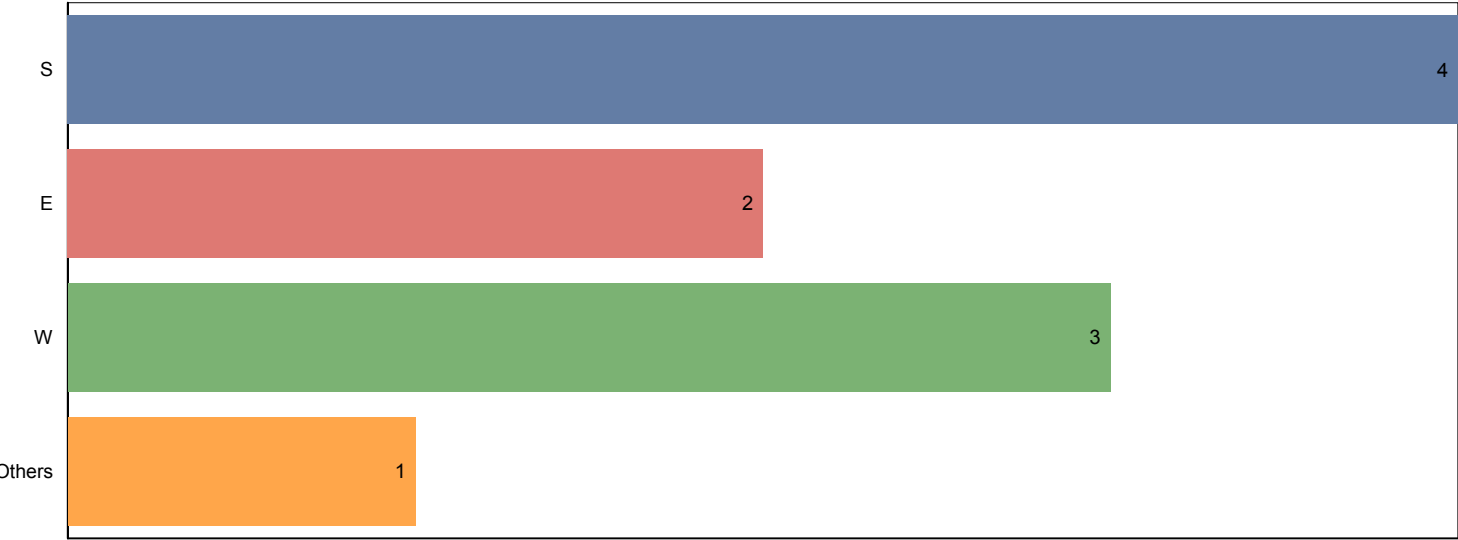
Relation to Intersection

<i><b>Relation to Intersection</b></i>							<b>Strategic Highway Safety Plan (SHSP)</b>				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Intersection	2	0	1	1	2	0	2	0	1	2	
Non-Junction	5	0	3	4	2	0	5	0	0	0	
Other, Explain in Narrative	1	0	1	1	0	0	1	0	0	0	
Unknown	2	0	1	2	0	0	2	0	0	0	

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016	to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Front to Front	No Data	Other, Explain in Narrative	Unknown
S	1	1	1	1	0
E	0	0	1	0	1
W	0	0	1	2	0
Others	0	0	0	0	1
Total	1	1	3	3	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016 to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

At Fault Vehicle Summary

Vehicle Type							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Passenger Car	3	0	1	1	3	0	3	0	1	2
Pickup	4	0	4	4	0	0	4	0	0	0
Unknown	1	0	0	1	0	0	1	0	0	0
No Data	2	0	1	2	1	0	2	0	0	0

Vehicle Movement

Vehicle Movement							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	5	0	3	4	3	0	5	0	1	1
Turning Left	1	0	0	0	1	0	1	0	0	1
Turning Right	1	0	1	1	0	0	1	0	0	0
Backing	2	0	2	2	0	0	2	0	0	0
Unknown	1	0	0	1	0	0	1	0	0	0

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016 to 12/16/2019		10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	7	0	4	6	3	0	7	0	1	2
Off Roadway	1	0	0	0	1	0	1	0	0	0
Unknown	2	0	2	2	0	0	2	0	0	0

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Dry	10	0	6	8	4	0	10	0	1	2

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	10	0	6	8	4	0	10	0	1	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016 to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Traffic Control Signal</a>	3	0	2	2	2	0	3	0	1	1
<a href="#">Stop Sign</a>	1	0	1	1	0	0	1	0	0	0
<a href="#">No Controls</a>	5	0	3	4	2	0	5	0	0	1
<a href="#">Unknown</a>	1	0	0	1	0	0	1	0	0	0

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Straight</a>	6	0	4	5	2	0	6	0	0	1
<a href="#">Unknown</a>	4	0	2	3	2	0	4	0	1	1

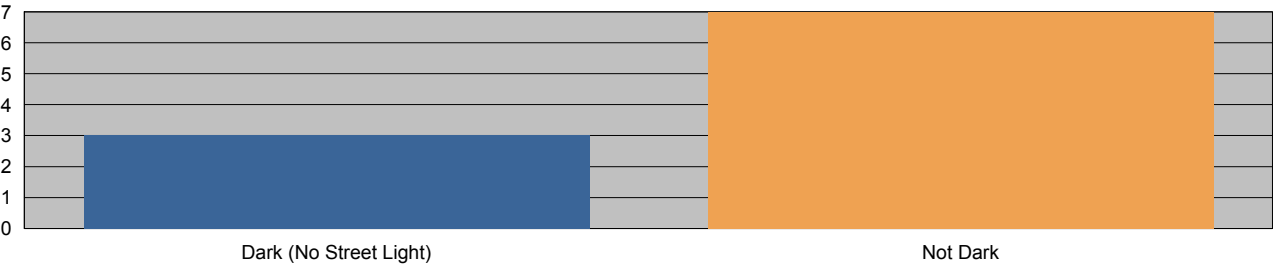
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016 to 12/16/2019		10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

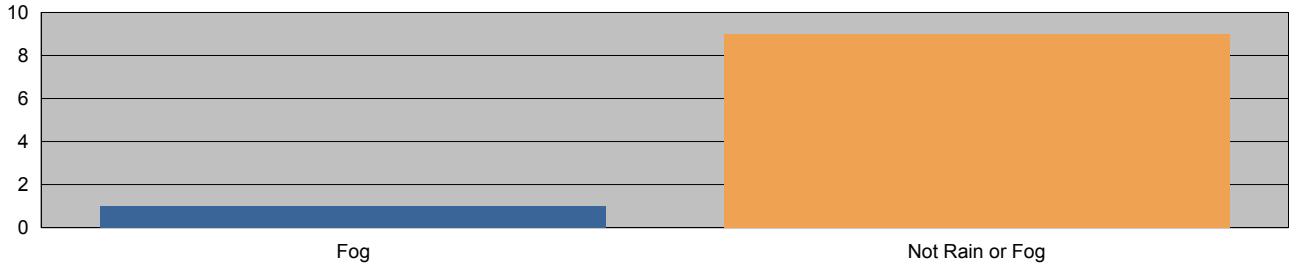
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	5	0	4	4	2	0	5	0	1	2
Dark-Lighted	1	0	1	1	0	0	1	0	0	0
Dawn	1	0	1	1	0	0	1	0	0	0
Dark-Not Lighted	3	0	0	2	2	0	3	0	0	0



Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	8	0	5	6	4	0	8	0	1	2
Cloudy	1	0	1	1	0	0	1	0	0	0
Fog, Smog, Smoke	1	0	0	1	0	0	1	0	0	0



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
02/23/2016	to 12/16/2019	10	0	6	8	4	0	0	0	0	0	0	10	0	1	2

Located Crashes

Area	Crashes	Fatalities	Injuries
GOLDEN GATE CITY	6	0	3
NAPLES	1	0	1
UNINCORPORATED	1	0	0
Totals:	8	0	4

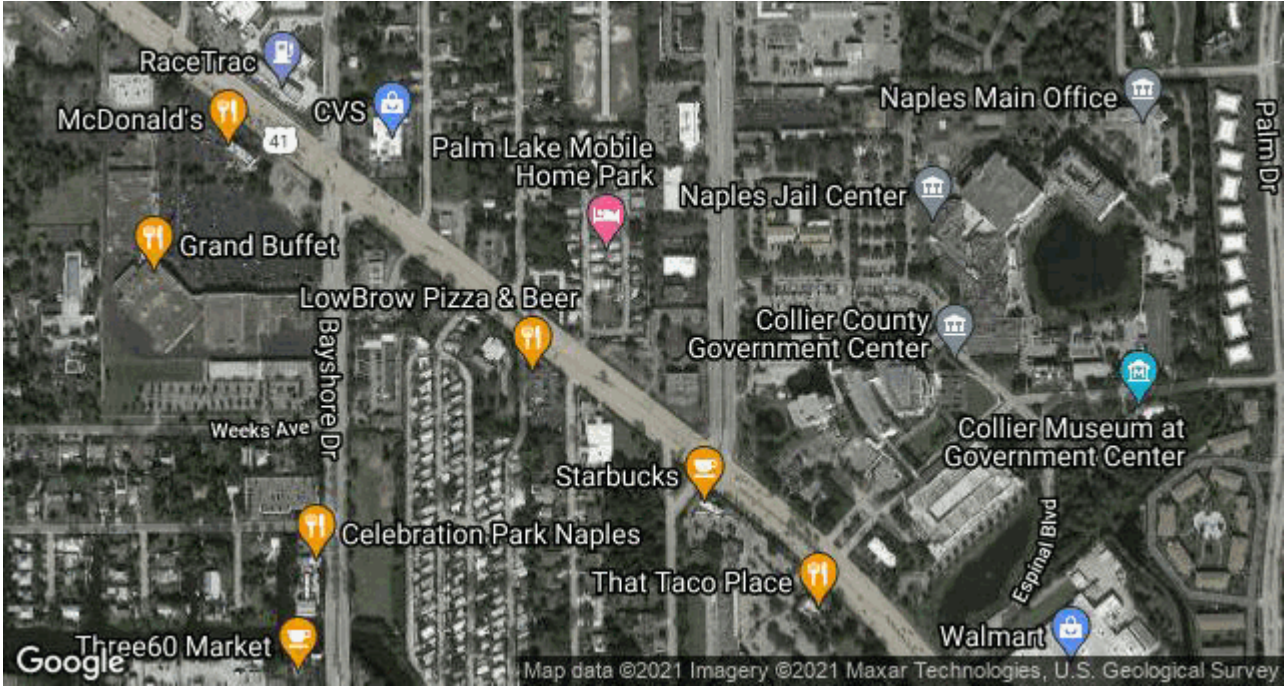
Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
UNINCORPORATED	2	0	2
Totals:	2	0	2



Report Memo:

None

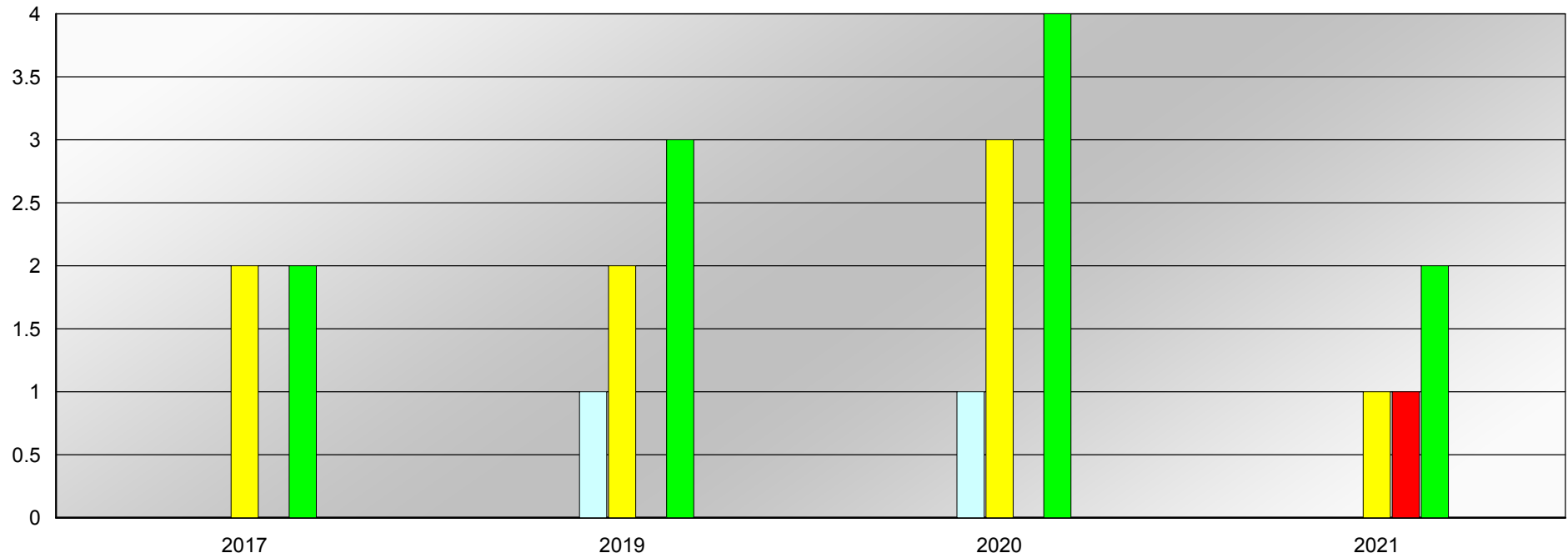


**Selections used to generate this report:**

Years: 2021,2020,2019,2018,2017,2016  
Severity: Fatal,Incapacitating,NonIncapacitating,PossibleInjury  
Vulnerable Users: Pedestrian,Bike  
Saved Area 1: -81.7724022442187 26.13533005083527, -81.7724022442187 26.135349314590314, -81.77205892146479 26.135349314590314, -81.77203746379266 26.131072683018985, -81.77038522303945 26.129781957141013, -81.77027793467884 26.12930033935339, -81.77006335795765 26.121690514762133, -81.76628680766459 26.121690514762133, -81.76632972300882 26.122904266845826, -81.76570745051735 26.122865735227435, -81.76564307750098 26.121324460071722, -81.77042813838368 26.121228129699432, -81.77062125743277 26.129743427791073,

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.										
01/04/2017 to 08/22/2021		11	1	8	2	10	0	1	0	2	0	1	11	2	0	3										
Intersection Summary Top 40 Report Click for Drill Down				Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan									
							Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired
US 41 @ BAYSHORE DR				3	0	3	0	0	3	0	1	2	1	0	0	0	0	0	0	0	1	0	0	1	0	0
US 41 @ PINELAND AVE				3	1	2	1	0	2	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	1	0
BAYSHORE DR @ LAKEVIEW DR				1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
BAYSHORE DR @ ARECA AVE				1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BAYSHORE DR @ RIVERVIEW DR				1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
BAYSHORE DR @ WEEKS AVE				1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0
US 41 @ SHADOWLAWN DR				1	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0

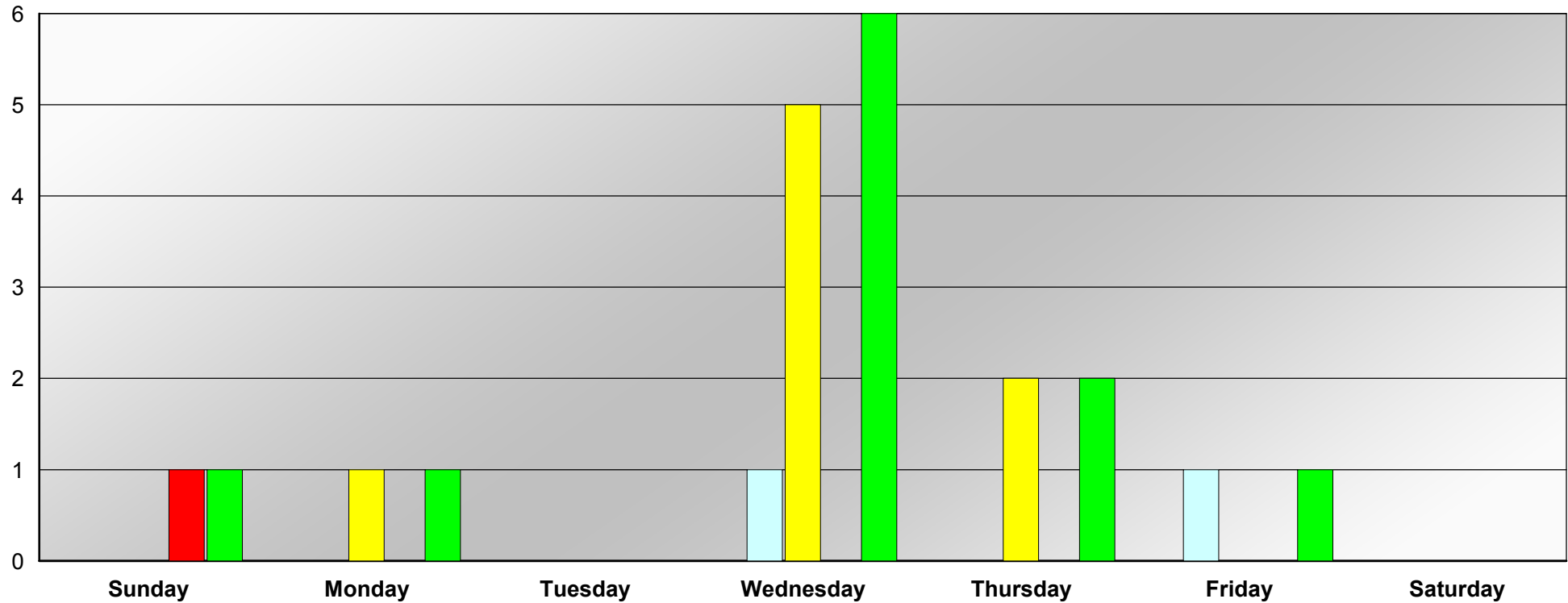
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017	to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

**Number of Crashes By Year****Breakdown of Crashes by Year**

	2017	2019	2020	2021
Possible Injury	0	1	1	0
Injury Crashes	2	2	3	1
Fatal Crashes	0	0	0	1
Total Crashes	2	3	4	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017 to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

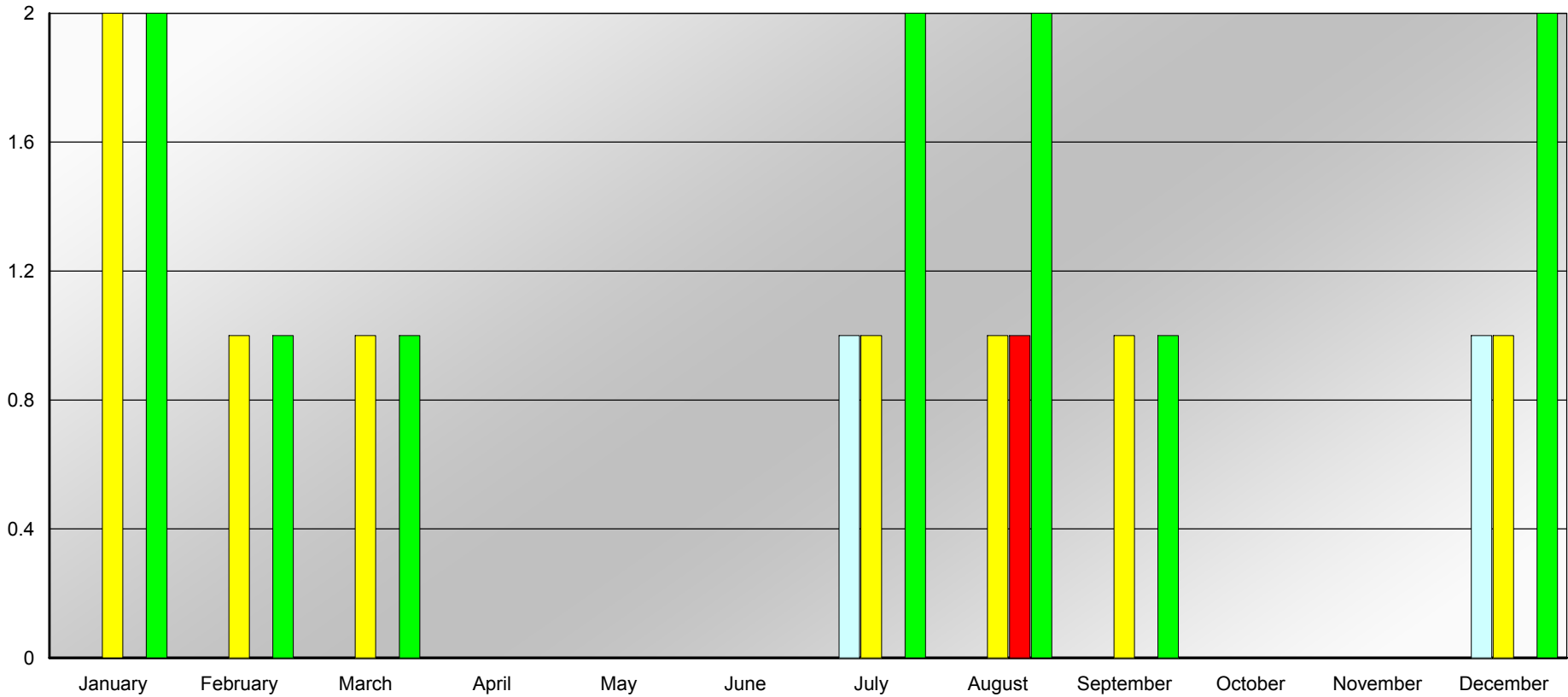
### Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Possible Injury	0	0	0	1	0	1	0	2
Injury Crashes	0	1	0	5	2	0	0	8
Fatal Crashes	1	0	0	0	0	0	0	1
Others	0	0	0	0	0	0	0	0
Total Crashes	1	1	0	6	2	1	0	11

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017	to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

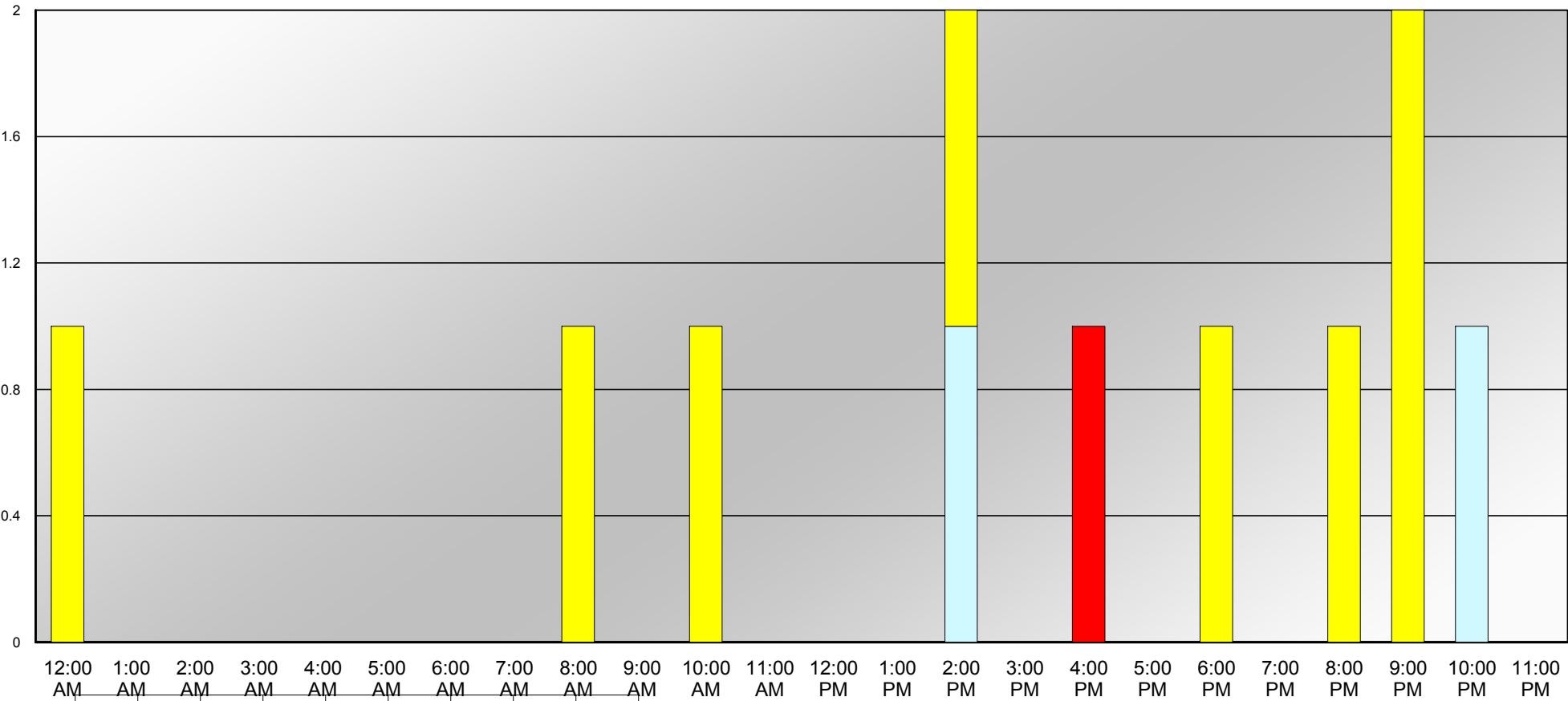
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	0	0	0	0	0	0	1	0	0	0	0	1	2
Injury Crashes	2	1	1	0	0	0	1	1	1	0	0	1	8
Fatal Crashes	0	0	0	0	0	0	0	1	0	0	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	1	1	0	0	0	2	2	1	0	0	2	11

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017	to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Crashes by Time of Day



	12:00 AM	8:00 AM	10:00 AM	2:00 PM	4:00 PM	6:00 PM	8:00 PM	9:00 PM	10:00 PM
Possible Injury	0	0	0	1	0	0	0	0	1
Injury Crashes	1	1	1	1	0	1	1	2	0
Fatal Crashes	0	0	0	0	1	0	0	0	0
Total	1	1	1	2	1	1	1	2	1

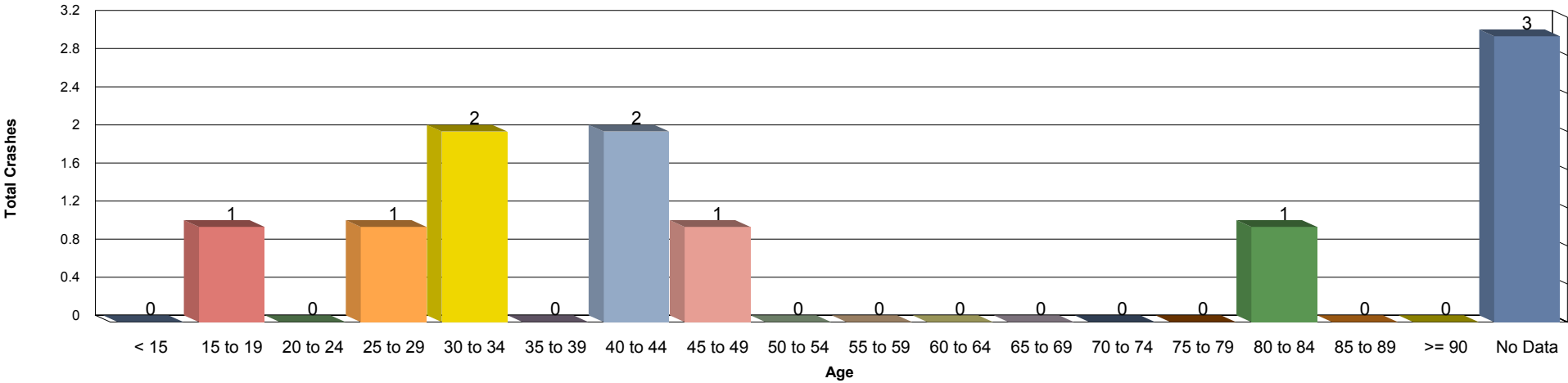
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017	to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	1	0	1	1	1	0	0	0	0	0	0	0
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0
Age 25 to 29	1	0	1	0	1	0	0	0	0	0	0	0
Age 30 to 34	2	0	2	0	2	0	1	0	0	0	0	1
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0
Age 40 to 44	2	1	0	0	2	0	0	0	0	0	1	0
Age 45 to 49	1	0	0	0	1	0	1	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	0	0	0	0	0	0	0	0	0	0	0	0
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	1	0	1	1	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	3	0	3	0	3	0	0	0	1	0	0	1

Driver Age



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017 to 08/22/2021		11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Crash Type Summary

Impact Type							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Angle		1	0	1	0	1	0	1	0	0	1
Unknown		10	1	7	2	9	0	10	2	0	2

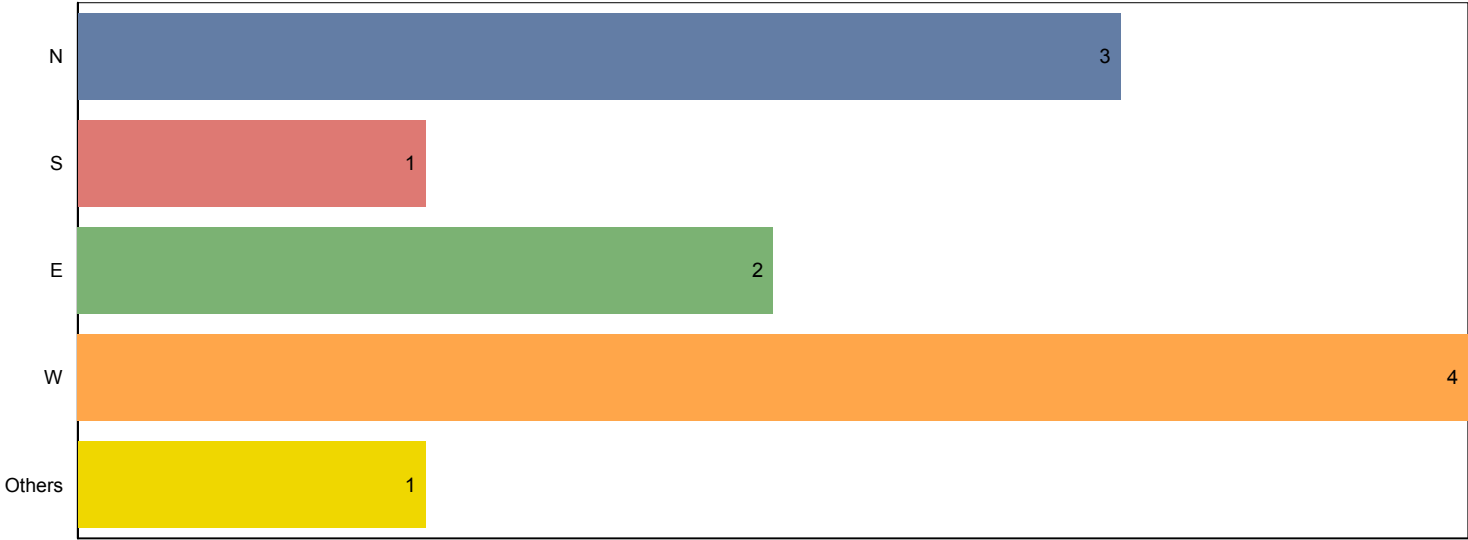
Relation to Intersection							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Intersection	3	1	2	0	3	0	3	1	0	3	
Intersection-Related	4	0	3	1	3	0	4	1	0	0	
Non-Junction	2	0	2	1	2	0	2	0	0	0	
Other, Explain in Narrative	1	0	1	0	1	0	1	0	0	0	
Unknown	1	0	0	0	1	0	1	0	0	0	



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017	to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	No Data	Other, Explain in Narrative
N	0	2	1
S	0	1	0
E	0	2	0
W	0	2	2
Others	1	0	0
Total	1	7	3

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017 to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

At Fault Vehicle Summary

Vehicle Type							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Passenger Car	5	1	3	2	4	0	5	1	0	1
Pickup	2	0	1	0	2	0	2	0	0	0
Unknown	2	0	2	0	2	0	2	1	0	2
No Data	2	0	2	0	2	0	2	0	0	0

Vehicle Movement

Vehicle Movement							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	5	1	4	2	4	0	5	1	0	1
Turning Right	1	0	1	0	1	0	1	0	0	0
Backing	1	0	0	0	1	0	1	0	0	0
Unknown	4	0	3	0	4	0	4	1	0	2

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017 to 08/22/2021		11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	10	1	7	2	9	0	10	2	0	3
Off Roadway	1	0	1	0	1	0	1	0	0	0

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	1	0	1	0	1	0	1	1	0	1
Dry	10	1	7	2	9	0	10	1	0	2

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	10	1	7	2	9	0	10	2	0	2
Other, Explain in Narrative	1	0	1	0	1	0	1	0	0	1

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017 to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Traffic Control Signal</a>	2	0	2	1	2	0	2	0	0	1
<a href="#">Stop Sign</a>	3	0	2	0	3	0	3	0	0	0
<a href="#">No Controls</a>	5	1	3	1	4	0	5	1	0	1
<a href="#">Unknown</a>	1	0	1	0	1	0	1	1	0	1

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Straight</a>	9	1	6	1	8	0	9	2	0	2
<a href="#">Unknown</a>	2	0	2	1	2	0	2	0	0	1

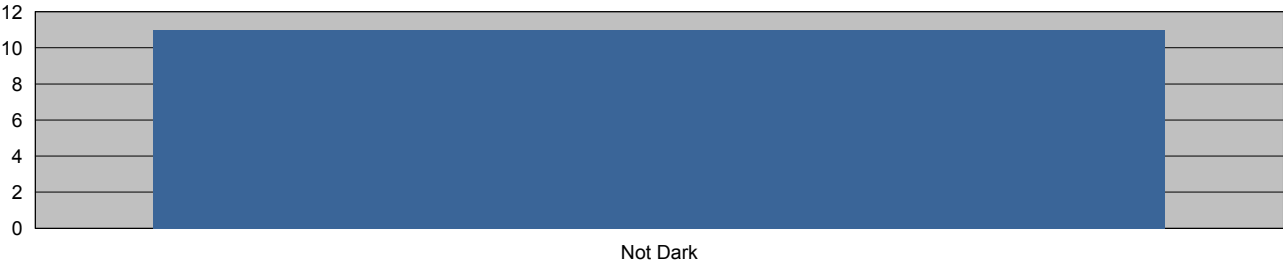
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017 to 08/22/2021		11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

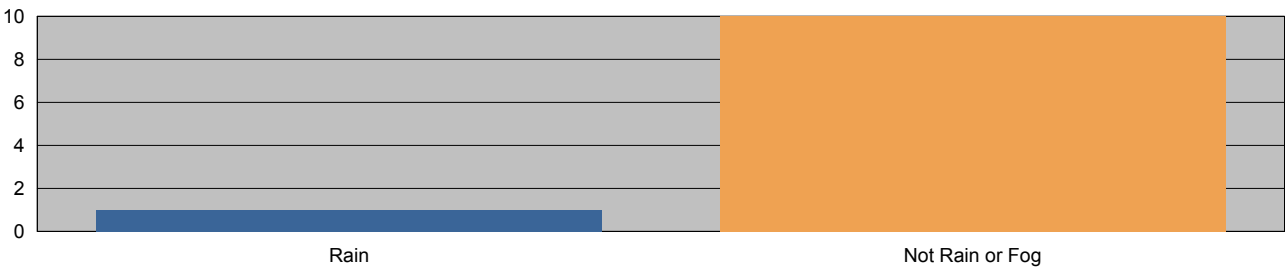
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	5	1	3	0	5	0	5	1	0	1
Dark-Lighted	6	0	5	2	5	0	6	1	0	2



Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	8	0	7	2	7	0	8	1	0	1
Cloudy	2	1	0	0	2	0	2	0	0	1
Rain	1	0	1	0	1	0	1	1	0	1



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2017	to 08/22/2021	11	1	8	2	10	0	1	0	2	0	1	11	2	0	3

Located Crashes

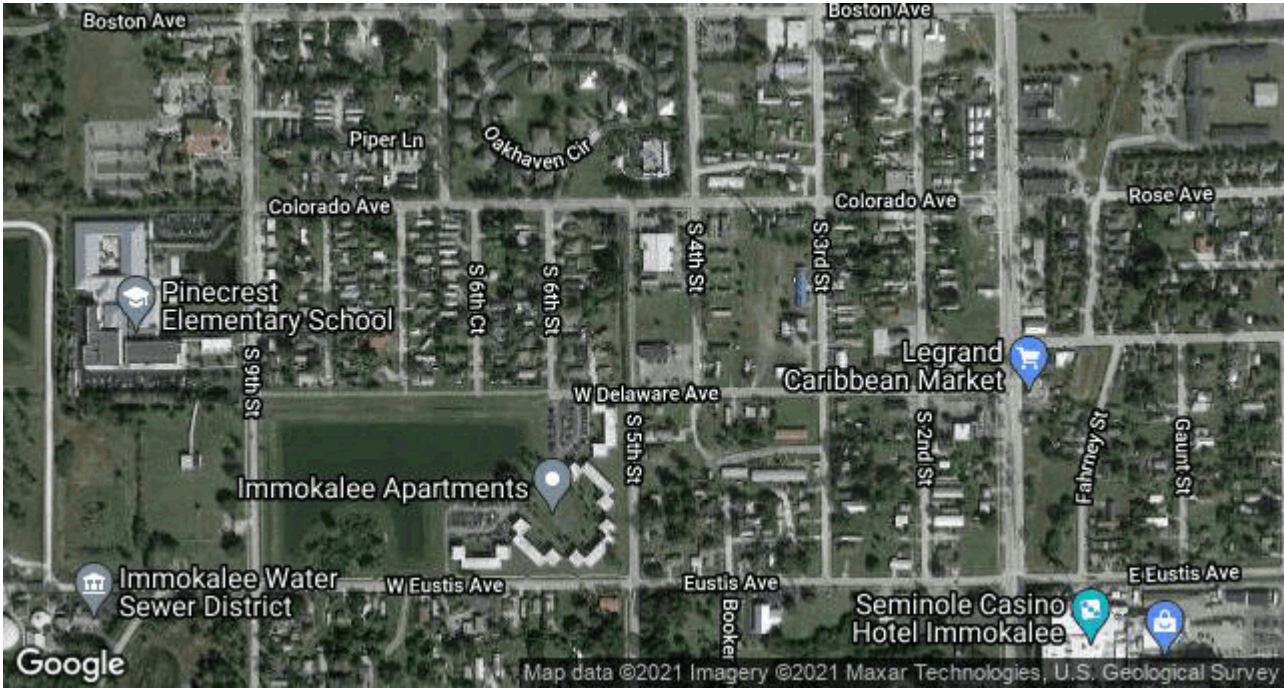
Area	Crashes	Fatalities	Injuries
EAST NAPLES	8	0	6
UNINCORPORATED	3	1	2
Totals:	11	1	8

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
Totals:			

Report Memo:

None



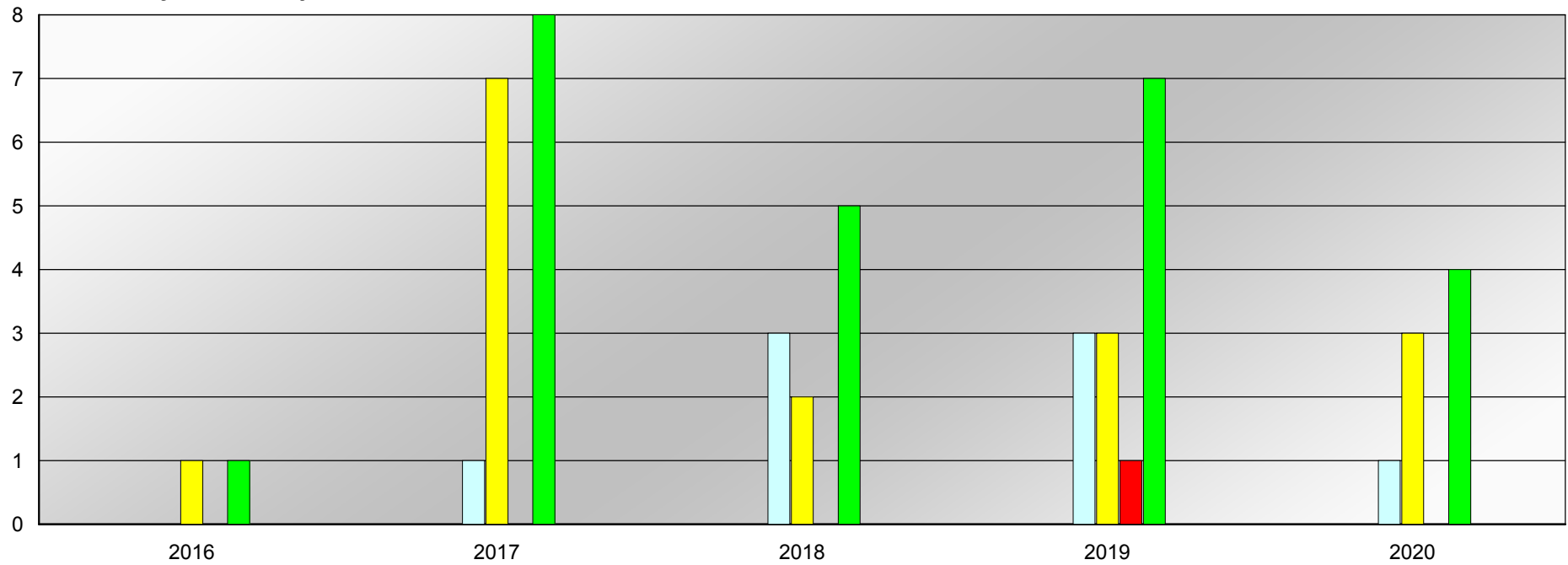
**Selections used to generate this report:**

Years: 2021,2020,2019,2018,2017,2016  
Severity: Fatal,Incapacitating,NonIncapacitating,PossibleInjury  
Vulnerable Users: Pedestrian,Bike  
Saved Area 1: -81.42940403993772 26.418366225348965, -81.42942549760984 26.418327791682653, -81.41762377794402 26.418385442177325, -81.41753794725554 26.411178907017252, -81.42944695528196 26.411178907017263, -81.42940403993772 26.418366225348965

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.										
11/10/2016 to 11/23/2020		25	1	16	16	12	0	0	0	4	0	2	25	6	1	11										
Intersection Summary Top 40 Report Click for Drill Down				Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan									
							Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired
BOSTON AVE @ S 4TH ST				4	0	3	0	2	1	1	2	3	0	0	0	0	0	0	2	0	1	0	0	1	0	0
COLORADO AVE @ S 2ND ST				3	0	1	0	0	1	2	1	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0
S 5TH ST @ EUSTIS AVE				2	0	1	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S 2ND ST @ W DELAWARE AVE				2	0	2	0	1	1	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0
COLORADO AVE @ S 3RD ST				2	0	2	0	0	2	0	1	1	0	0	0	0	0	1	1	0	1	0	1	1	0	0
S 9TH ST @ BOSTON AVE				2	0	2	0	2	0	0	1	1	0	0	0	0	1	0	0	0	2	0	0	0	1	0
EUSTIS AVE @ S 3RD ST				1	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
S 9TH ST @ COLORADO AVE				1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
COLORADO AVE @ S 7TH ST				1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
COLORADO AVE @ S 6TH ST				1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
COLORADO AVE @ S 4TH ST				1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOSTON AVE @ OAKHAVEN CIR				1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
BOSTON AVE @ S 3RD ST				1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0



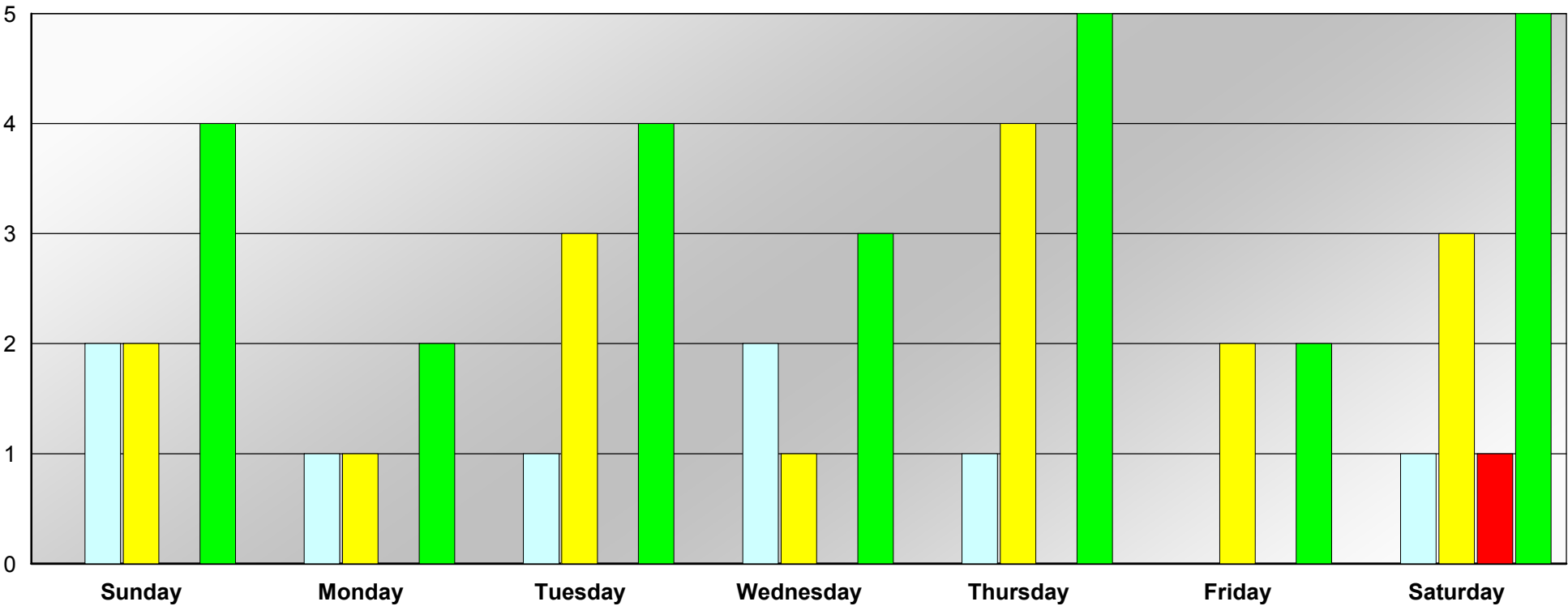
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

**Number of Crashes By Year****Breakdown of Crashes by Year**

	2016	2017	2018	2019	2020
Possible Injury	0	1	3	3	1
Injury Crashes	1	7	2	3	3
Fatal Crashes	0	0	0	1	0
<b>Total Crashes</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>4</b>

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

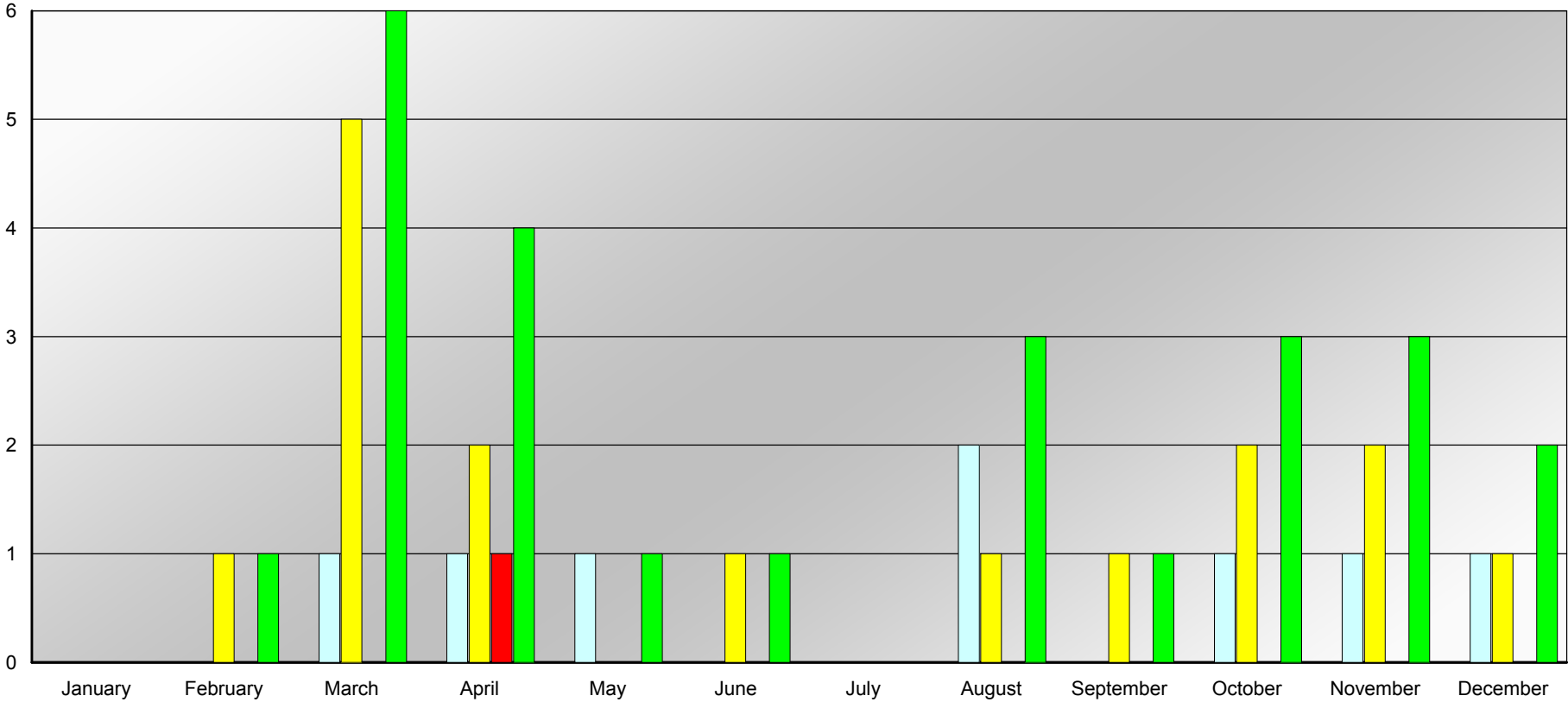
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Possible Injury	2	1	1	2	1	0	1	8
Injury Crashes	2	1	3	1	4	2	3	16
Fatal Crashes	0	0	0	0	0	0	1	1
Total Crashes	4	2	4	3	5	2	5	25

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

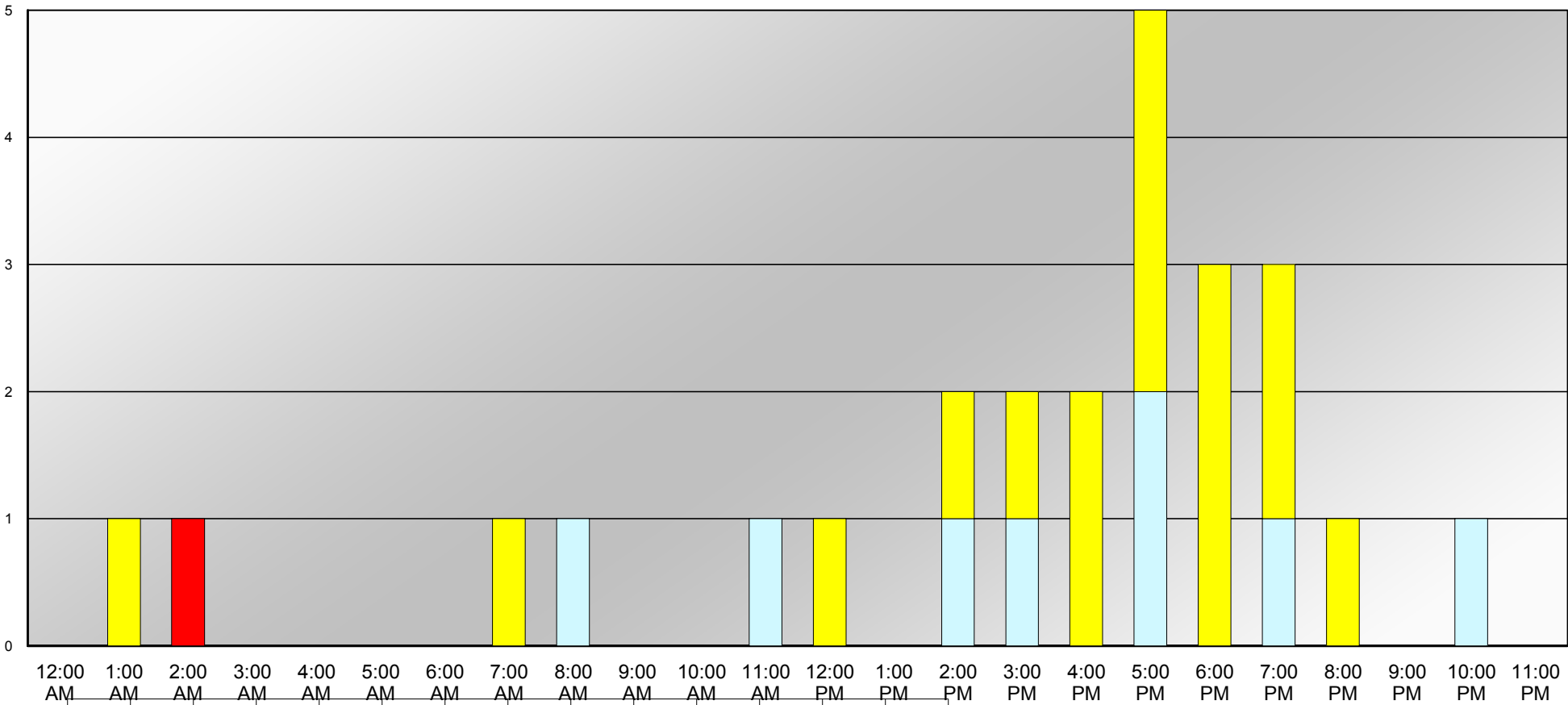
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	0	0	1	1	1	0	0	2	0	1	1	1	8
Injury Crashes	0	1	5	2	0	1	0	1	1	2	2	1	16
Fatal Crashes	0	0	0	1	0	0	0	0	0	0	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	0	1	6	4	1	1	0	3	1	3	3	2	25

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Crashes by Time of Day



	1:00 AM	2:00 AM	7:00 AM	8:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	10:00 PM
Possible Injury	0	0	0	1	1	0	1	1	0	2	0	1	0	1
Injury Crashes	1	0	1	0	0	1	1	1	2	3	3	2	1	0
Fatal Crashes	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	1	1	2	2	2	5	3	3	1	1

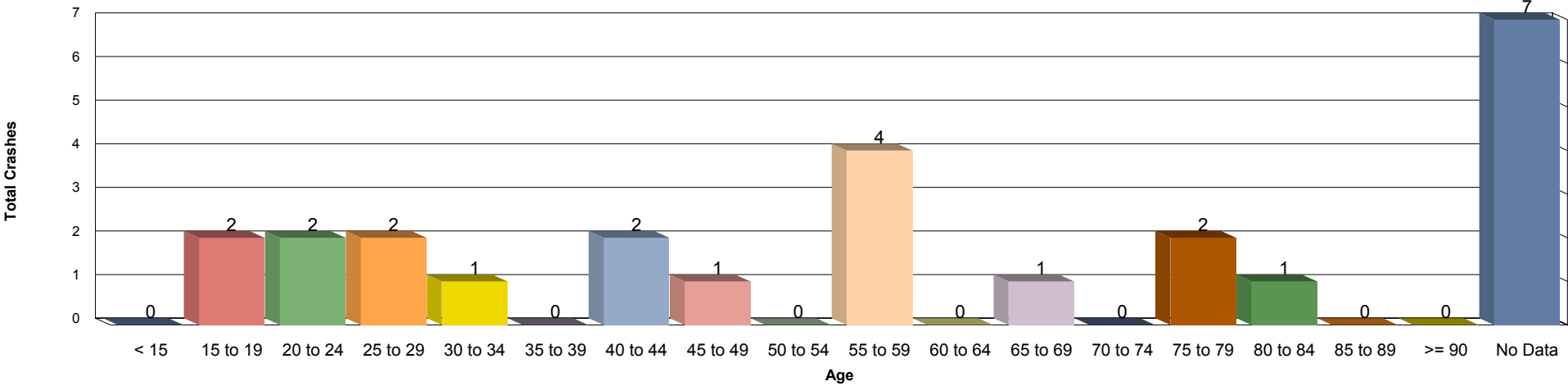
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	2	0	2	2	0	0	1	0	0	0	0	0
Age 20 to 24	2	0	1	1	1	0	1	0	0	1	0	0
Age 25 to 29	2	0	1	1	1	0	0	0	1	0	0	2
Age 30 to 34	1	0	1	0	1	0	0	0	0	0	0	0
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0
Age 40 to 44	2	0	2	2	0	0	1	0	0	0	0	0
Age 45 to 49	1	0	1	1	0	0	0	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	4	0	3	1	3	0	0	0	0	0	0	2
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	1	0	1	0	1	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	2	0	1	2	1	0	0	0	0	0	0	0
Age 80 to 84	1	0	1	0	1	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	7	1	2	6	3	0	1	0	1	0	0	2

Driver Age



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Crash Type Summary

Impact Type

Impact Type							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Angle	1	0	1	0	1	0	1	0	0	1	
Unknown	24	1	15	16	11	0	24	6	1	10	

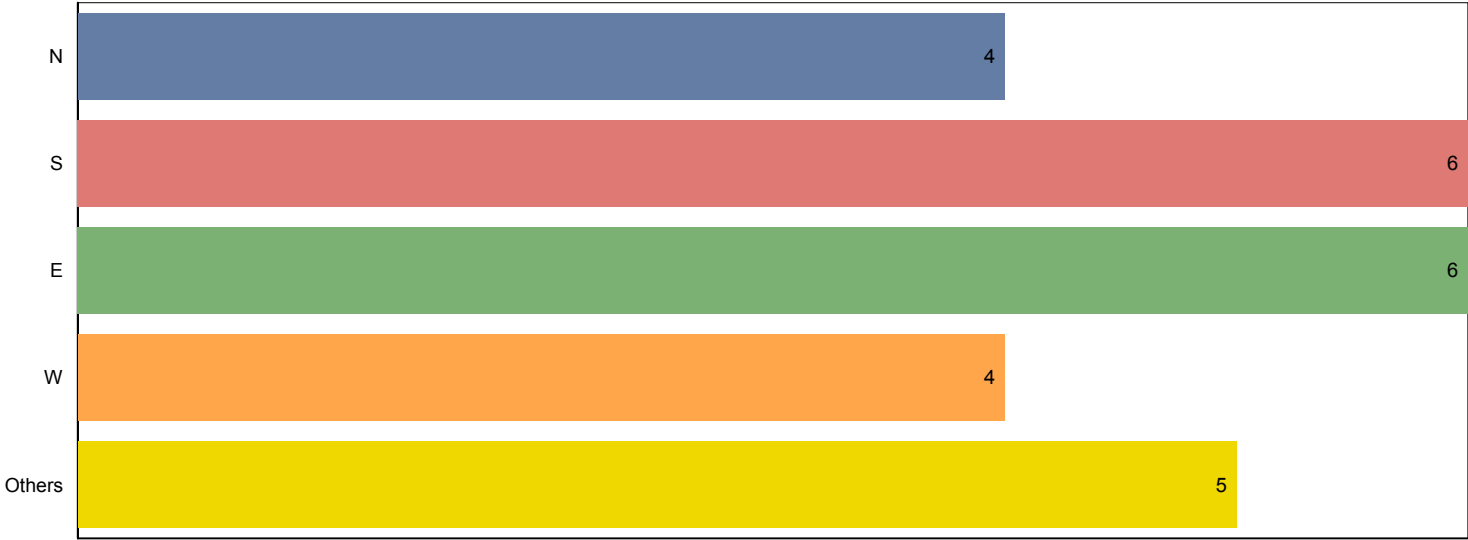
Relation to Intersection

<i>Relation to Intersection</i>							Strategic Highway Safety Plan (SHSP)				
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Intersection	11	0	8	5	6	0	11	4	0	11	
Intersection-Related	1	0	0	0	1	0	1	0	0	0	
Non-Junction	11	1	7	9	4	0	11	2	1	0	
Driveway/Ally Access Related	1	0	1	1	0	0	1	0	0	0	
Other, Explain in Narrative	1	0	0	1	1	0	1	0	0	0	

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	No Data	Other, Explain in Narrative	Unknown
N	0	2	1	1
S	1	1	1	3
E	0	1	5	0
W	0	1	2	1
Others	0	2	0	3
Total	1	7	9	8

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

At Fault Vehicle Summary

Vehicle Type							Strategic Highway Safety Plan (SHSP)			
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Medium/Heavy Trucks (more than 10,000lbs)	1	0	1	1	0	0	1	0	0	0
Other Light Trucks (10,000lbs (4,536kg)	1	0	1	1	0	0	1	0	0	0
Passenger Car	6	0	4	3	4	0	6	2	1	3
Passenger Van	1	0	1	0	1	0	1	0	0	0
Pickup	6	0	3	4	2	0	6	2	0	3
Unknown	3	0	1	2	3	0	3	0	0	1
No Data	7	1	5	5	2	0	7	2	0	4



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016 to 11/23/2020		25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Straight Ahead</a>	16	1	11	9	7	0	16	4	1	7
<a href="#">Turning Left</a>	4	0	3	3	1	0	4	2	0	3
<a href="#">Backing</a>	1	0	1	1	0	0	1	0	0	0
<a href="#">Other, Explain in Narrative</a>	2	0	1	2	2	0	2	0	0	0
<a href="#">Unknown</a>	2	0	0	1	2	0	2	0	0	1

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)									
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Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	18	1	14	10	9	0	18	5	0	10
Shoulder	1	0	0	1	1	0	1	0	0	0
Off Roadway	4	0	2	4	1	0	4	0	1	0
Unknown	2	0	0	1	1	0	2	1	0	1

Road Condition

Strategic Highway Safety Plan (SHSP)									
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Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	3	0	2	3	1	0	3	2	0	2
Dry	21	1	13	13	10	0	21	4	1	8
Unknown	1	0	1	0	1	0	1	0	0	1

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)									
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Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	23	1	15	14	11	0	23	5	1	10
Unknown	2	0	1	2	1	0	2	1	0	1

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Traffic Control Signal</a>	7	0	6	4	4	0	7	2	0	5
<a href="#">Stop Sign</a>	1	0	0	1	0	0	1	1	0	1
<a href="#">Yield Sign</a>	1	0	1	0	1	0	1	1	0	1
<a href="#">No Controls</a>	14	1	8	9	6	0	14	2	1	4
<a href="#">Unknown</a>	1	0	1	1	0	0	1	0	0	0
<a href="#">Unknown</a>	1	0	0	1	1	0	1	0	0	0

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
<a href="#">Straight</a>	17	1	9	11	8	0	17	4	1	6
<a href="#">Unknown</a>	8	0	7	5	4	0	8	2	0	5

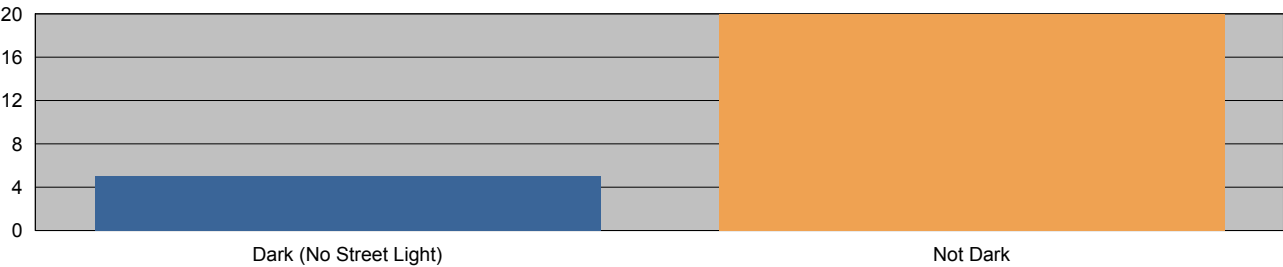
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016 to 11/23/2020		25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

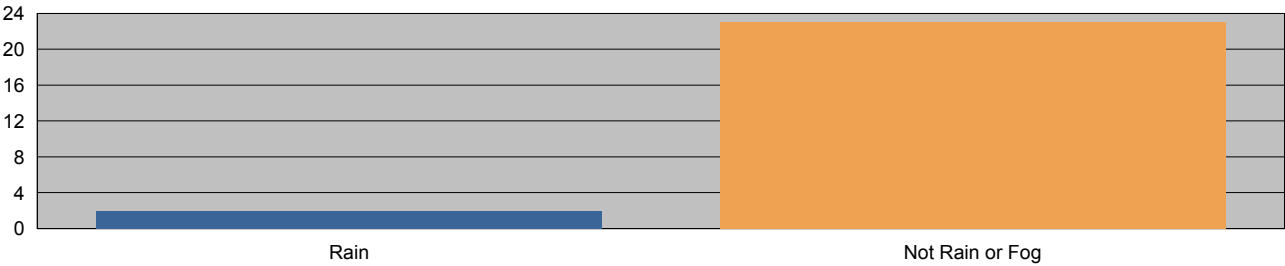
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	15	0	11	7	10	0	15	3	0	7
Dark-Lighted	4	1	2	3	2	0	4	0	1	1
Dusk	1	0	0	1	0	0	1	1	0	0
Dark-Not Lighted	5	0	3	5	0	0	5	2	0	3



Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	20	1	12	11	11	0	20	4	1	8
Cloudy	3	0	3	3	0	0	3	1	0	2
Rain	2	0	1	2	1	0	2	1	0	1



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
11/10/2016	to 11/23/2020	25	1	16	16	12	0	0	0	4	0	2	25	6	1	11

Located Crashes

Area	Crashes	Fatalities	Injuries
IMMOKALEE	9	0	6
IMMOKALEE AREA	4	0	2
UNINCORPORATED	9	1	7
Totals:	22	1	15

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
IMMOKALEE	2	0	1
UNINCORPORATED	1	0	0
Totals:	3	0	1

2021/22 CALL FOR BIKE-PED PROJECTS							PRELIMINARY DRAFT PROJECT SCORING MATRIX												
	Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested SU, TA Funding		Scoring Criteria			Total	RANK	Notes	PD&E, DSN	CST, CEI			
							Phase	Amount	Safety	Equity	Connectivity								
1	Marco Island	Bald Eagle Bike Lanes	Bald Eagle Heathwood	Collier Blvd Heathwood Dr	Heathwood Drive San Marco Rd	1.4	CST	\$ 744,800	2	3	5	10	2	in-road 5' bike lanes; see p33, 38, 42 Tier 1 BPMP; 35 mph local contribution Design, PM;#1 priority for Marco Island 2018 Bike Master Plan; Resolution 18-30; letters of endorsement; scoring criteria addressed; very thorough	0	744,800			
2	Everglades City	Phase 4 Bike/Ped Improvements	Datura St	Collier Ave (CR 29)	School Dr	0.2	DSN, CST	\$ 680,075	1	1	5	7	3	SRTS ASPECT 6' sidewalks both sides 1,110 lf, bike lanes 650 lf (lane width TBD); see also 4370961 & 4482651	73,743	606,332			
			Camellia St	Collier Ave (CR 29)	School Dr	0.2								SRTS ASPECT 6' sidewalks both sides 1,110 lf					
			Collier Ave (CR 29)	Everglades Isle RV Resort	Begonia ST	0.1								6' sidewalk on west side					
			School Dr	Camellia St	Everglades City School	0.1								SRTS ASPECT 6' sidewalk on west side					
3	County District 1	Naples Manor Sidewalks	Confederate Dr	US41	McCarty St	0.4	DSN, CST, CEI	\$ 430,000	2	5	5	12	1	BPMP p 4 EJ community; 6' sidewalks, marked crosswalks, ROW confirmed.	59,000	371,000			
4	County District 2	Naples Park	Vanderbilt Beach Rd	Gulf Shore Dr	US 41	1.2		DSN, CST, CEI							\$ 703,000	2	3	5	10
5	County District 3	Golden Gate City Sidewalks	23rd PL SW	45th ST SW	43rd Ln SW	0.19	DSN, CST, CEI	\$ 95,505	2	5	5	12	1	5' sidewalk one side, ROW & feasibility confirmed;BPMP EJ p4 and adopted Walkable Community Plan p67	10,160	85,345			
			45th St SW	23rd Ave SW	Sunset Rd	0.42		\$ 239,814							25,512	214,302			
6	County District 4	Bayshore CRA Sidewalks	Areca Ave	Bayshore Rd	Domino Ave	0.19	DSN, CST, CEI	\$ 164,698	3	5	5	13	2	5' sidewalk one side, ROW & feasibility confirmed; EJ; also in Bayshore CRA Master Plan	17,521	147,177			
			Pineland St	County Water Storage Facility	Francis Ave	0.42		\$ 95,393							10,148	85,245			
7	County District 5	Immokalee Sidewalks	South 2nd St	Colorado Ave	Boston Ave	0.6	DSN, CST, CEI	\$ 1,079,000	3	5	5	13	1	5' sidewalk one side, ROW & feasibility confirmed; marked crosswalks, drainage improvements, signage; BPMP p4 EJ & Cmty Walkability Study p67	181,000	898,000			
			South 3rd St	Colorado Ave	Boston Ave														
			South 4th St	Colorado Ave	Boston Ave														
			South 6th St	Colorado Ave	W. Delaware Ave.														
			South 7th St	Colorado Ave	Boston Ave														
8	Collier MPO	Bike-Ped Crossing Safety & Feasibility Study	Golden Gate Parkway	Gordon River Greenway	Freedom Park	0.0	PD&E	\$ 750,000	1	1	5	7	4	study option to Freedom Park Ped Bridge Project 2019 priority; Gordon River Greenway Master Plan calls for ped bridge; see BPMP p31&32; <b>Is FDOT willing to manage project?</b>	750,000	0			
TOTAL							\$ 5,652,285												
PD&E/DESIGN							\$ 1,323,084												
CST/CEI							\$ 4,329,201												
2045 LRTP - CFP, Table 6-7							Available Funds		\$ 5,085,000										
															1,323,084	4,329,201			

Scoring Criteria Detail*		Points	Maximum	BPMP Reference Notes
Safety	Recommended in RSA	5	5	Bike-Ped RSAs described p13 FDOT Top 5 High Crash Corridors Fig 6 p11&Complete Sts/Safety Corridor Study Priorities Table 8 p28 Crash data documented  Public Safety Concern in BPMP Fig 13 p29, public comment generally (ie perception of safety versus stats)
	BPMP Severe Inj/Fatality	3		
	Safety Concern - Crash Data	2		
	Any Public Safety Concern	1		
Equity	BPMP EJ HIGH -VERY HIGH	5	5	Fig. 2 p4
	BPMP EJ LOW-MED	3		
	BPMP Need - Public Input	1		
Connectivity	BPMP Prioritized Infra. Gap	5	5	Fig.5 p 9, Figure 13 p 29, Fig. 17 p 36; Local Roads - Appendix 11 & p37-44
	BPMP Public Input	2		
Maximum Total Score			15	

\*See BPMP Goals pp22-23 re- Safety, Equity and Connectivity

PRIORITIZED RANKING			Phases	Total Funding Request
1	County District 1	Naples Manor Sidewalks	DSN, CST, CEI	\$ 1,100,000
1	County District 3	Golden Gate City Sidewalks	DSN, CST, CEI	\$ 335,319
1	County District 5	Immokalee Sidewalks	DSN, CST, CEI	\$ 1,079,000
2	Marco Island	Bald Eagle Bike Lanes	CST	\$ 744,800
2	County District 2	Naples Park Sidewalks	DSN, CST, CEI	\$ 703,000
2	County District 4	Bayshore CRA sidewalks	DSN, CST, CEI	\$ 260,091
3	Everglades City	Phase 4 B/P Improvements	DSN, CST	\$ 680,075
		B/P Crossing Safety & Feasibility Study (Freedom Park-Gordon River Greenway)		
4	MPO		PD&E	\$ 750,000
Total				\$ 5,652,285

\$ (567,285) Amount over \$5,085,000



**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**[YEAR] TRANSPORTATION ALTERNATIVES PROGRAM**  
**FUNDING APPLICATION FOR FISCAL YEAR [dates]**

**APPLICANT INFORMATION**

<b>Agency/Organization Name:</b> <i>Click here to enter text.</i>			
<b>Agency Contact Name:</b> <i>Click here to enter text.</i>		<b>Title:</b> <i>Click here to enter text.</i>	
<b>Mailing Address:</b> <i>Click here to enter text.</i>	<b>City:</b> <i>Click here to enter text.</i>	<b>State:</b> FL	<b>Zip Code:</b> <i>Click here to enter text.</i>
<b>County:</b> <i>Click here to enter text.</i>		<b>MPO/TPO (if applicable):</b> <i>Click here to enter text.</i>	
<b>Telephone:</b> <i>Click here to enter text.</i>		<b>Email Address:</b> <i>Click here to enter text.</i>	

**CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:**

Certification of project sponsor/implementing agency support is attached.

☐ Yes (Required)

**PROJECT TYPE:** ☐ Infrastructure ☐ Non-infrastructure

*FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.*

**FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS**

- ☐ Currently fully LAP Certified / Year of Certification: *Click here to enter text.*
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

<b>LAP Sponsor/Implementing Agency Name:</b> <i>Click here to enter text.</i>			
<b>LAP Sponsor/Implementing Agency Contact Name:</b> <i>Click here to enter text.</i>		<b>Title:</b> <i>Click here to enter text.</i>	
<b>Mailing Address:</b> <i>Click here to enter text.</i>	<b>City:</b> <i>Click here to enter text.</i>	<b>State:</b> FL	<b>Zip Code:</b> <i>Click here to enter text.</i>
<b>Telephone:</b> <i>Click here to enter text.</i>		<b>Email Address:</b> <i>Click here to enter text.</i>	

## PROJECT INFORMATION

**PROJECT NAME/TITLE:** *Click here to enter text.*

### **ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

*Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).*

1. ☐ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☐ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

**\*NOTE:** *Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.*

### **PROJECT LOCATION:**

**Roadway name:** *Click here to enter text.*

☐ **On-State System Road**  
(State Roadway)

☐ **Off-State System Road**  
(Local Roadway)

**Roadway number:** *Click here to enter text.*  
(i.e. US, SR, CR, etc., if applicable)

**\*NOTE:** *For off-road/trail projects please indicate adjacent roadway*

### **PROJECT LIMITS:**

*If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.*

**South or West Termini:** *Click here to enter text.*  
Street Name/Mile Post/Other

**North or East Termini:** *Click here to enter text.*  
Street Name/Mile Post/Other

**Project Length (in miles):** *Click here to enter text.*

**Attachment included?** ☐ Yes ☐ No

**A location map with aerial view is attached to this application.** ☐ Yes (Required)

*Label important features, roadways, etc. to clearly locate and show the boundaries of the project.*



**PROJECT DESCRIPTION:**

**Brief Description:** *Click here to enter text.*

(e.g. planning, design and construction of a sidewalk along Sample Road)

**Detailed Scope of Work:**

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**PUBLIC INVOLVEMENT:**

<b>Has the applicant received input from stakeholders?</b> Briefly explain: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Have public information or community meetings been held?</b> If yes, please provide a brief description and attach supporting documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support):</b> <i>Click here to enter text.</i>	
<b>Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?</b> If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Is environmental permitting required?</b> If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Provide any additional project specific information that should be considered:</b> <i>Click here to enter text.</i>	

## PROJECT IMPLEMENTATION

**Please indicate the project phases included in this funding request:**

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☐ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☐ Construction
- ☐ Construction Engineering and Inspection activities (CEI)

**Please indicate who will execute the project phases identified for this project:\***

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

**\*NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

**Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?**

☐ Yes ☐ No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

*[Click here to enter text.](#)*

**Is there a proposed maintenance plan for when the project is complete?** ☐ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

*[Click here to enter text.](#)*

## PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

**Is right-of-way acquisition proposed?** ☐ Yes ☐ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.

*[Click here to enter text.](#)*

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

*Click here to enter text.*

**Will temporary construction easements be required?** ☐ Yes ☐ No

If Yes, please describe:

*Click here to enter text.*

## PROJECT COST ESTIMATE AND FUNDING REQUEST

### ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☐ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction Engineering and Inspection Activities (CEI)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Other costs* (please describe) <i>Click here to enter text.</i> *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
<b>TOTAL ESTIMATED PROJECT COST</b>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
<b>PERCENT OF TOTAL PROJECT COST</b>	<i>Click here to enter text.</i> %	<i>Click here to enter text.</i> %	<b>100%</b>

**COLLIER MPO  
2021 CALL FOR BIKE/PED  
PROJECTS**

Revised 8/2/21

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**SUBMITTAL PROCESS AND SCHEDULE**

Chapter 7 – Policies and Implementation, of the Bicycle and Pedestrian Master Plan (BPMP) establishes the process the MPO follows in issuing a Call for Projects. The relevant sections are Funding Priorities and Evaluation Criteria, on pages 67-69.

According to the MPO's SU allocation and projected revenues established in the 2045 Long Range Transportation Plan – Cost Feasible Plan, approximately \$5 million will be available for programming bike/ped priority projects in FY 2028. See Bicycle Pedestrian Box Funds on Table 6-7 p 6-15. The **submittal process and timeline are summarized below:**

- **February 1, 2021** MPO distributes Call for Projects & application materials
- **July 20, 2021** Agencies submit Project Concept Sheets
- **August 17, 2021 BPAC Meeting** Review Project Concept Sheets
- **October 30, 2021** Agencies submit FDOT **TA Core Application** Packets and MPO Scoring Sheets
- **November 16, 2021 BPAC Meeting** – preliminary review of FDOT **TA Core Application** Packets, project scoring and ranking
- **November 29, 2021 CAC/TAC Meeting** – preliminary review and comment on FDOT Project information Packets, BPAC scoring and ranking
- **December 30, 2021** – agencies submit revised and supplemental information in response to comments
- **January 2022 BPAC Meeting** – final review, scoring and ranking of project applications
- **January 2022 CAC/TAC Meeting** – review and endorse BPAC project priority listing
- **February 2022** - MPO staff transmits project application forms to FDOT to begin constructability reviews
- **February 2022 – April 2022** - FDOT conducts constructability reviews
- **May 2022 BPAC Meeting** – Update committee on constructability review; opportunity to reaffirm or adjust priorities based on new information
- **May 2022 Board Meeting** – Board previews draft project priority lists
- **June 2022 Board Meeting** – MPO Board approves project priorities

	Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested SU, TA Funding		Scoring Criteria			Total	RANK
							Phase	Amount	Safety	Equity	Connectivity		
1	Marco Island	Bald Eagle Bike Lanes	Bald Eagle Heathwood	Collier Blvd Heathwood Dr	Heathwood Drive San Marco Rd	1.4	CST	\$ 744,800					
2	Everglades City	Phase 4 Bike/Ped Improvements	Datura St	Collier Ave (CR 29)	School Dr	0.2	DSN, CST	\$ 680,075					
			Camellia St	Collier Ave (CR 29)	School Dr	0.2							
			Collier Ave (CR 29)	Everglades Isle RV Resort	Begonia ST	0.1							
			School Dr	Camellia St	Everglades City School	0.1							
3	County District 1	Naples Manor Sidewalks	Confederate Dr	US41	McCarty St	0.4	DSN, CST, CEI	\$ 430,000					
			McCarty ST	Florida Ave	Warren St	0.4		\$ 670,000					
4	County District 2	Naples Park	Vanderbilt Beach Rd	Gulf Shore Dr	US 41	1.2	DSN, CST, CEI	\$ 703,000					
5	County District 3	Golden Gate City Sidewalks	23rd PL SW	45th ST SW	43rd Ln SW	0.19	DSN, CST, CEI	\$ 95,505					
			45th St SW	23rd Ave SW	Sunset Rd	0.42		\$ 239,814					
6	County District 4	Bayshore CRA Sidewalks	Areca Ave	Bayshore Rd	Domino Ave	0.19	DSN, CST, CEI	\$ 164,698					
			Pineland St	County Water Storage Facility	Francis Ave	0.42		\$ 95,393					
7	County District 5	Immokalee Sidewalks	South 2nd St	Colorado Ave	Boston Ave	0.6	DSN, CST, CEI	\$ 1,079,000					
			South 3rd St	Colorado Ave	Boston Ave								
			South 4th St	Colorado Ave	Boston Ave								
			South 6th St	Colorado Ave	W. Delaware Ave.								
			South 7th St	Colorado Ave	Boston Ave								
8	Collier MPO	Bike-Ped Crossing Safety & Feasibility Study	Golden Gate Parkway	Gordon River Greenway	Freedom Park	0.0	PD&E	\$ 750,000					
							TOTAL	\$ 5,652,285					
							PD&E/DESIGN	\$ 1,323,084					
							CST/CEI	\$ 4,329,201					
							2045 LRTP - CFP, Table 6-7	Available Funds	\$ 5,085,000				

Scoring Criteria Detail*		Points	Maximum	BPMP Reference Notes
Safety	Recommended in RSA	5	5	Bike-Ped RSAs described p13 FDOT Top 5 High Crash Corridors Fig 6 p11&Complete Sts/Safety Corridor Study Priorities Table 8 p28 Crash data documented  Public Safety Concern in BPMP Fig 13 p29, public comment generally (ie perception of safety versus stats)
	BPMP Severe Inj/Fatality	3		
	Safety Concern - Crash Data	2		
	Any Public Safety Concern	1		
Equity	BPMP EJ HIGH -VERY HIGH	5	5	Fig. 2 p4
	BPMP EJ LOW-MED	3		
	BPMP Need - Public Input	1		
Connectivity	BPMP Prioritized Infra. Gap	5	5	Fig.5 p 9, Figure 13 p 29, Fig. 17 p 36; Local Roads - Appendix 11 & p37-44
	BPMP Public Input	2		
Maximum Total Score			15	

\*See BPMP Goals pp22-23 re- Safety, Equity and Connectivity