



2025



**COLLIER MPO
BICYCLE PEDESTRIAN
MASTER PLAN**





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EXECUTIVE SUMMARY

The 2025 Collier Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Master Plan provides a strategic framework to expand and improve active transportation infrastructure and guide future funding decisions across Collier County. Building on previous efforts, the plan aims to create a safer, more connected, and accessible network for pedestrians, cyclists, and micromobility users. It emphasizes regional connectivity, supports sustainable travel options, and aligns with local, state, and federal goals to improve mobility and quality of life.

Developed over nearly two years with extensive public engagement and collaboration among advisory committees, local agencies, and tribal nations, the plan advances prior mapping efforts by identifying additional network gaps and incorporating future planned improvements. It introduces two distinct scoring criteria to evaluate and prioritize local and regional projects, helping ensure that investments reflect community needs and strategic objectives. A data driven focus on safety includes detailed crash analysis and highlights high injury corridors identified in the MPO's Safety Action Plan. Public input emphasized the need for protected bike lanes, shared-use paths, lighting, shade, and improved maintenance priorities that are central to the plan's recommendations.

To support future implementation and unlock funding opportunities, the plan aligns with the statewide SUN Trail network and federal initiatives such as the Safe Streets for All program. It establishes clear goals and prioritization strategies to guide coordinated, long-term investment in bicycle and pedestrian infrastructure throughout the region.

INTRODUCTION

The 2025 Collier MPO Bicycle-Pedestrian Master Plan builds upon a longstanding commitment to improving active transportation infrastructure within Collier County. Since its inception, the Collier MPO has prioritized creating a safer and more connected network for bicyclists and pedestrians. Past iterations of the Bicycle-Pedestrian Master Plan laid the foundation for many successful projects, addressing critical safety needs, filling infrastructure gaps, and promoting alternative transportation options. These efforts have played a vital role in fostering a community that supports healthy, active lifestyles while reducing reliance on motor vehicles.

This 2025 plan represents the next chapter in that ongoing effort, advancing the goals of previous plans while responding to evolving needs, emerging trends, and new opportunities. It builds on the successes of past projects by refining strategies, identifying new priorities, and incorporating innovative tools and technologies to enhance mobility for all. By addressing key challenges such as safety, connectivity, and equity, this plan ensures that Collier County can continue to grow as a model for active transportation in Southwest Florida.



Through nearly two years of planning, collaboration, and public engagement, this updated Master Plan serves as a comprehensive guide for future improvements. It reflects the collective vision of local stakeholders, state and tribal partners, the Bicycle-Pedestrian Advisory Committee, and the broader community. With a focus on inclusivity and sustainability, the 2025 Bicycle-Pedestrian Master Plan will help Collier County achieve its goal of a safer, more accessible, and interconnected transportation network for generations to come.

PURPOSE

The purpose of the Bicycle-Pedestrian Master Plan is to create a comprehensive framework that continuously improves and builds upon prior efforts to enhance the safety, accessibility, and connectivity of bicycle and pedestrian infrastructure throughout the region. This plan aims to promote active transportation options, reduce reliance on single-occupancy vehicles, and foster healthier, more sustainable communities. By addressing the evolving needs of residents and visitors, the plan seeks to facilitate safe and efficient mobility for all users, including pedestrians, cyclists, and those utilizing micromobility options. The Master Plan is not intended to conflict or supplant other existing local plans or ongoing projects but to unify planning efforts and influence facility improvement priorities countywide.

The Master Plan serves as a strategic guide for local governments, stakeholders, and community members to collaboratively prioritize investments in infrastructure, encourage public engagement, and ensure equitable access to transportation resources. Through ongoing assessment and community input, this plan will adapt to changing conditions and best practices, ensuring that our efforts align with the broader goals of environmental sustainability, public health, and economic vitality.

VISION

The Vision of the Plan was crafted through extensive collaboration and input from the Bicycle-Pedestrian Advisory Committee (BPAC), stakeholders, and MPO staff, and was ultimately approved and adopted by the MPO Board. It emphasizes the safety and connectivity of active transportation facilities to encourage the use of alternative modes of transportation, enhancing the overall well-being of the community and regional connectivity.

“To create a safe and connected network of active transportation facilities in Collier County that promotes and encourages the use of bicycle and pedestrian pathways which support business and recreation for community access and well-being.”



GOALS AND STRATEGIES

Building on the goals and strategies outlined in the 2019 plan, these updated strategies maintain similar objectives related to Safety, Connectivity, Economy, Equity, and Health, but have been refined to address the current needs and challenges facing the region. Through extensive discussions and guidance from the Bicycle-Pedestrian Advisory Committee (BPAC), the strategies to achieve these goals were developed by incorporating their input and concerns. Additionally, enhancing the Environment and integrating an Interactive Map have emerged as key goals for this plan.

Goal	Strategy
Safety	Promote education and enforcement as the primary strategies, followed by engineering solutions, to enhance safety for cyclists, pedestrians, and micromobility users.
Connectivity	Develop a seamless network that connects key points of interest, ensuring accessibility and ease of use for all modes of transportation.
Economy	Develop bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options, contributing to economic growth and community vitality.
Education	Promote awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, and community engagement, empowering users with the knowledge to navigate the network confidently and effectively.
Efficiency	Support the design, implementation, and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.
Health	Design pathways that encourage active transportation and support public health initiatives.
Interactive Map	Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning.



PLAN DEVELOPMENT

The development of the 2025 Collier MPO Bicycle-Pedestrian Master Plan began on August 23, 2023, and spanned nearly two years, resulting in a comprehensive and community-driven plan. From the outset, the process emphasized collaboration and inclusivity, with significant engagement from the Bicycle-Pedestrian Advisory Committee (BPAC), which provided continuous feedback and valuable insights throughout the plan's development. Public involvement played a critical role, with over 200 responses collected through surveys designed to capture the perspectives of local stakeholders, highlighting priorities and concerns that shaped the plan's recommendations. An innovative feature of the process was the use of an interactive map, which provided residents with a resource to visually explore the proposed network with greater clarity than conventional maps could offer. This tool allowed stakeholders to actively participate by mapping their own infrastructure requests and documenting specific concerns, aiding the consulting team in pinpointing precise locations and ensuring their incorporation into the plan. In addition to this, two public workshops were held during key phases of the project to present plan components, share preliminary findings, and receive feedback. These workshops fostered meaningful dialogue and ensured that the community's voice was integral to the plan. Groundbreaking collaboration with the Seminole and Miccosukee Tribes of Florida also set a precedent for inclusive planning and emphasized the importance of tribal perspectives in shaping the vision for the future. Although the plan started slowly, it rapidly gained momentum as public involvement deepened, evolving into a dynamic narrative that reflected the collective aspirations and priorities of the community. The result is a forward-thinking plan that integrates a range of voices and provides a safer, more connected, and accessible future for Collier County.

MAJOR COMPONENTS OF THE PLAN

The key components of the plan are outlined in the table of contents. Below is a high-level overview of the role each component plays in the plan:

- **Existing Conditions:** Building on the foundation of the previous plan, this section provides a benchmark for inventing existing facilities. GIS software was used to expand and update the database, offering a solid starting point for identifying needs and priorities.
- **Public Input:** Public engagement is vital to the plan's development. This section summarizes feedback gathered through surveys, workshops, and stakeholder meetings, ensuring the plan reflects the needs and priorities of residents, local organizations, and interest groups. Expanding on the 2019 plan, which mapped public comments, this plan includes an interactive map that allows the public to actively highlight priorities.



- **Vision, Goals, Objectives & Strategies:** Developed with input from advisory committees and public outreach, this section outlines the vision, goals, objectives, and strategies that shape the plan. It serves as a roadmap for the plan's development.
- **Needs Analysis:** Using data from existing conditions and public input, this analysis identifies critical gaps and areas where improvements are most needed. It informs the prioritization of projects and resource allocation to address community needs effectively.
- **Design Guidelines:** This section provides guidelines and design standards for creating safe, accessible, and connected bicycle and pedestrian infrastructure. These guidelines ensure consistency across future projects and promote a high-quality, user-friendly network.
- **Guidelines and Policies:** The plan establishes planning guidelines to encourage the inclusion of bicycle and pedestrian facilities along all collector and arterial roads, formalizes the applicability of design guidelines, adopts FDOT's Complete Streets policy (as did the 2019 BPMP), identifies high-priority corridors, and outlines MPO priorities for funding improvements. It also commits MPO staff to report on performance measures and targets to the MPO Board annually.
- **Appendices:** The appendices contain a collection of advisory committee and public comments, as well as the tools used in developing the plan, including online surveys and the interactive map.
 - Appendix A – Documented Public Comments During Plan Development
 - Appendix B – Summary of Public Survey Results
 - Appendix C – Eligible Local Streets from the 2019 Bicycle-Pedestrian Master Plan
 - Appendix D – Additional Network Maps



SECTION 1- EXISTING CONDITIONS

Demographics

At the time of this plan's development, the most recent data from the U.S. Census Bureau's 2023 American Community Survey (ACS) 5 Year Estimates reports that Collier County, Florida, has a population of approximately 387,681. This represents an increase of roughly 11% from the 2016 ACS estimate of 348,236, as cited in the 2019 MPO Bicycle and Pedestrian Master Plan (BPMP). The county consists of three incorporated municipalities: Everglades City, Marco Island, and Naples, along with several Census Designated Places (CDPs) within unincorporated areas, including Immokalee, Golden Gate, and Naples Manor. Comparative demographic data among these municipalities, the larger CDPs, the county overall, and the State of Florida highlight notable socioeconomic diversity.

While the county's average household income surpasses the state average and the poverty rate is lower than Florida's overall, certain areas like Immokalee, Golden Gate City, and Naples Manor face significantly lower incomes, higher poverty levels, and limited vehicle access compared to county and state averages. Residents in these areas are more reliant on walking, biking, and public transit for daily transportation.

Additionally, Collier County hosts a significant number of seasonal residents and visitors who use bicycle and pedestrian networks for recreation, errands, and commuting to local destinations. These factors underscore the critical role of multimodal transportation systems in meeting the diverse mobility needs of the county's population.



Table 1: Vehicle Availability, Income, Means of Transportation to Work

Area	Occupied Housing Units with No Vehicles Available (Source – 2023 ACS) ¹	Mean Travel Time to Work (Minutes), Workers Age 16+ (2019–2023) ²	Percent of Population Who Walk, Bike, or Use Public Transportation to Commute to Work ³	Persons in Poverty ³	Mean (Average) Per Capita Income in Past 12 Months (in 2023 Dollars), 2019–2023 ³	Median Household Income (in 2023 Dollars), 2019–2023 ³
Florida	5.9%	28.0	3.4%	12.3%	\$41,055	\$71,711
Collier County	4.5%	25.4	3.5%	10.5%	\$59,973	\$86,173
Everglades City ⁴	5.5% ⁵	29.0 ³	5.9%	5.3% ⁶	\$45,958 ⁷	\$75,163 ⁸
Marco Island	2.9%	23.7	4.5%	6.3%	\$97,179	\$104,105
Naples	5.1%	22.3	3.6%	7.1%	\$151,564	\$140,833
Golden Gate CDP	8.2%	22.9	1.4%	12.9%	\$25,843	\$64,767
Immokalee CDP	19.0%	35.5	4.6%	24.9%	\$18,694	\$46,143
Naples Manor CDP	7.7%	21.0	4.0%	18.2%	\$22,388	\$63,142

¹ U.S. Census Bureau. *Vehicles Available and Electric Vehicles*. American Community Survey (ACS), 2023.

² U.S. Census Bureau. *QuickFacts: Population 5,000 or More*. <https://www.census.gov/quickfacts/>

³ U.S. Census Bureau. *S0801: Commuting Characteristics by Sex*, ACS 2023 5-Year Estimates.

⁴ Note: Some data are based on small statistical samples with high margins of error, indicating estimates may be unreliable.

⁵ U.S. Census Bureau. *DP04: Selected Housing Characteristics*, ACS 2023 5-Year Estimates.

⁶ U.S. Census Bureau. *S1701: Poverty Status in the Past 12 Months*, ACS 2023 5-Year Estimates.

⁷ U.S. Census Bureau. *S1902: Mean Per Capita Income in the Past 12 Months*, ACS 2023 5-Year Estimates. (Margin of error: ±\$22,584)

⁸ U.S. Census Bureau. *Everglades City, Florida Profile*, ACS 2023 5-Year Estimates.



According to the U.S. Census Bureau's 2023 American Community Survey (ACS) 5-Year Estimates⁹, approximately 33.0% of Collier County's population is age 65 or older, representing a notable increase from 30.0% in 2016. This proportion is significantly higher than the statewide average of approximately 21.0% for the same period. The continued growth of the senior population has important implications for transportation planning, particularly in the provision of non-driving options such as public transit, walking, and bicycling.

In addition to demographic shifts, Collier County is projected to experience substantial population growth in the coming decades. The 2020 Decennial Census reported a population of 375,752. According to the University of Florida's Bureau of Economic and Business Research (BEBR)¹⁰, the county's population is projected to increase to approximately 413,300 by 2025 and to exceed 500,000 by 2050 under the medium growth scenario. This anticipated growth of more than 125,000 residents underscores the importance of proactive, multimodal transportation planning. Continued investment in bicycle and pedestrian infrastructure will be essential to managing future congestion, enhancing mobility options, and improving overall quality of life.

Bicycle and Pedestrian Infrastructure

In Collier County, bicyclists and pedestrians are allowed to use most roads, sidewalks, and shared-use paths, except for limited-access facilities like Interstate 75 (I-75), as permitted under Florida law. This accessibility necessitates a comprehensive approach to infrastructure planning, ensuring compliance with the Americans with Disabilities Act (ADA), improving intersections, and developing corridors that prioritize safe walking and cycling.

⁹ U.S. Census Bureau. DP05: Demographic and Housing Estimates, ACS 2023 5-Year Estimates.

¹⁰ University of Florida, Bureau of Economic and Business Research. *Projections of Florida Population by County, 2025–2050, with Estimates for 2023*. Bulletin 198, January 2024. Available at: https://bebr.ufl.edu/wp-content/uploads/2024/01/projections_2024.pdf



As shown in **Table 2: Existing Facilities Inventory by Centerline Miles**, Collier County has approximately 1,683 centerline miles of roadways maintained by both county and state agencies. A recent inventory of arterial and collector roads identified the following bicycle and pedestrian facility types:

Table 2: Existing Facilities Inventory by Centerline Miles

Facility Type	Centerline Miles
Bike Lane	228
Bike Lane & Shared Use Path	10
Sidewalk	195
Greenway	8
Low Speed / Low Volume	15
Paved Shoulder	210
Paved Shoulder & Shared Use Path	2
Sharrow	12
Sidewalk & Bike Lanes	11
Sidewalk & Paved Shoulders	2
Shared Use Path	63

Collier County has programmed several projects for completion within fiscal years 2019–2029, as shown in **Table 3: Programmed Facilities Inventory by Centerline Miles**. These projects have secured funding and are advancing toward construction: A recent gap analysis (detailed in Section 5) revealed approximately 76 miles of arterial and collector roads without any bicycle-pedestrian facilities, as well as 210 miles with inadequate facilities, such as narrow paved shoulders. Addressing these deficiencies remains a county priority, with significant resources directed toward closing network gaps.



Facility Type	Centerline Miles
Bike Lane & Sidewalk	27
Bike Lane, Sidewalk, & Shared Use Path	12
Bike Lane & Shared Use Path	4
Sidewalks	26
Sidewalk & Paved Shoulder	28
Shared Use Path	4

The current bicycle and pedestrian network in the Collier MPO area is well-connected, especially in urban centers like Naples and Marco Island; planned and programmed facilities in Immokalee and Everglades City will substantially improve their networks. Existing facilities include sidewalks, bike lanes, shared use paths (SUPs), and greenways that support non-motorized transportation. However, rural and less developed areas still experience connectivity gaps. Strengthening these connections is essential to creating a safer, more accessible network for all users.

Beyond facility availability, factors like traffic volume, speed limits, and facility design impact usage and perceptions of safety. Best practices recommend physically separating bike lanes from vehicular traffic on high-speed, high-volume roads to enhance cyclist safety and comfort. Expanding the network's quality, safety, and connectivity is crucial to making bicycling a viable and attractive transportation option countywide.

Improving the sidewalk and pathway network is key to supporting pedestrian mobility and safety. Efforts include constructing new infrastructure in high-demand areas and ensuring seamless integration with existing facilities. FDOT and Collier County have placed greater emphasis on providing shared use paths adjacent to arterial roads in recent years. Additionally, the implementation of dedicated bike lanes should be prioritized moving forward, with a focus on separating them from vehicular traffic where the right-of-way (ROW) allows. Dedicated bike lanes provide an alternative location for micromobility uses that can ease pressure on sidewalks, especially along road segments that receive heavy pedestrian use. Retrofitting existing roadways with paved shoulders is another critical strategy, offering enhanced options for riders by converting these shoulders into dedicated bike lanes or shared use paths.

These enhancements align with Collier County's broader planning objectives to establish a more inclusive, multimodal transportation system that meets the needs of all users.



Other Bicycle and Pedestrian Plans

The cities of Naples, Marco Island, and Everglades City, alongside Collier County, continue to prioritize improvements to bicycle and pedestrian infrastructure. Their respective master plans align closely with the Collier Metropolitan Planning Organization (MPO) to enhance safety, connectivity, and accessibility. The MPO's Bicycle and Pedestrian Master Plan integrates these municipal priorities to ensure a coordinated regional approach.

Naples

The City of Naples has adopted its updated Pedestrian and Bicycle Master Plan, emphasizing infrastructure enhancements such as installing bike lanes where feasible, adding shared-lane markings, incorporating green bike boxes, and implementing bike lane striping during pavement resurfacing projects. These measures aim to further support the city's vibrant walking and biking culture. The updated plan aligns with ongoing evaluations in this Collier MPO plan, showcasing the city's commitment to safety and multimodal accessibility.

Marco Island

Marco Island's Bicycle and Shared Use Path Master Plan is updated annually to meet its vision of facilitating cycling for riders of all skill levels. Projects funded for completion within the next five years include upgraded pathways and designated bike lanes to encourage recreational and commuter use. The MPO plan incorporates Marco Island's evolving priorities to ensure county-wide connectivity.

Everglades City:

Recognized as a Florida Trail Town by the Florida Department of Environmental Protection, Everglades City adopted its first Bicycle and Pedestrian Master Plan in August 2020. Phase 1 improvements have been completed and phases 2, 3, 4 are currently programmed in the MPO's Transportation Improvement Program (TIP). Collier County has supported the city's effort by approving the use of its ROW and agreeing to maintain improvements on CR 29 (Collier Ave.). FDOT has been proactive in supporting the city's master plan by serving as the lead agency on these projects. Phase 5, which proposes creating a linear park along Chokoloskee Causeway, remains in the concept development phase.



County Initiatives:

Collier County has made significant strides in equity-focused projects, particularly through implementing Community Walkability Studies Completed for Golden Gate City, Naples Manor, Immokalee, and collaborations with Community Redevelopment Agencies (CRAs). A \$13 million federal RAISE (formerly TIGER) grant is funding substantial infrastructure improvements in Immokalee, including 20 miles of new sidewalks, upgraded intersections, and enhanced transit facilities. These advancements support broader MPO goals of increased multimodal transit access and connectivity, especially in underserved areas.

Several Improvements are programmed in the MPO's TIP at the request of the Bayshore Gateway Triangle CRA. For more detailed updates and information about ongoing initiatives, you can review the Collier MPO's recent agendas and Bicycle & Pedestrian Master Plan updates on their official site.

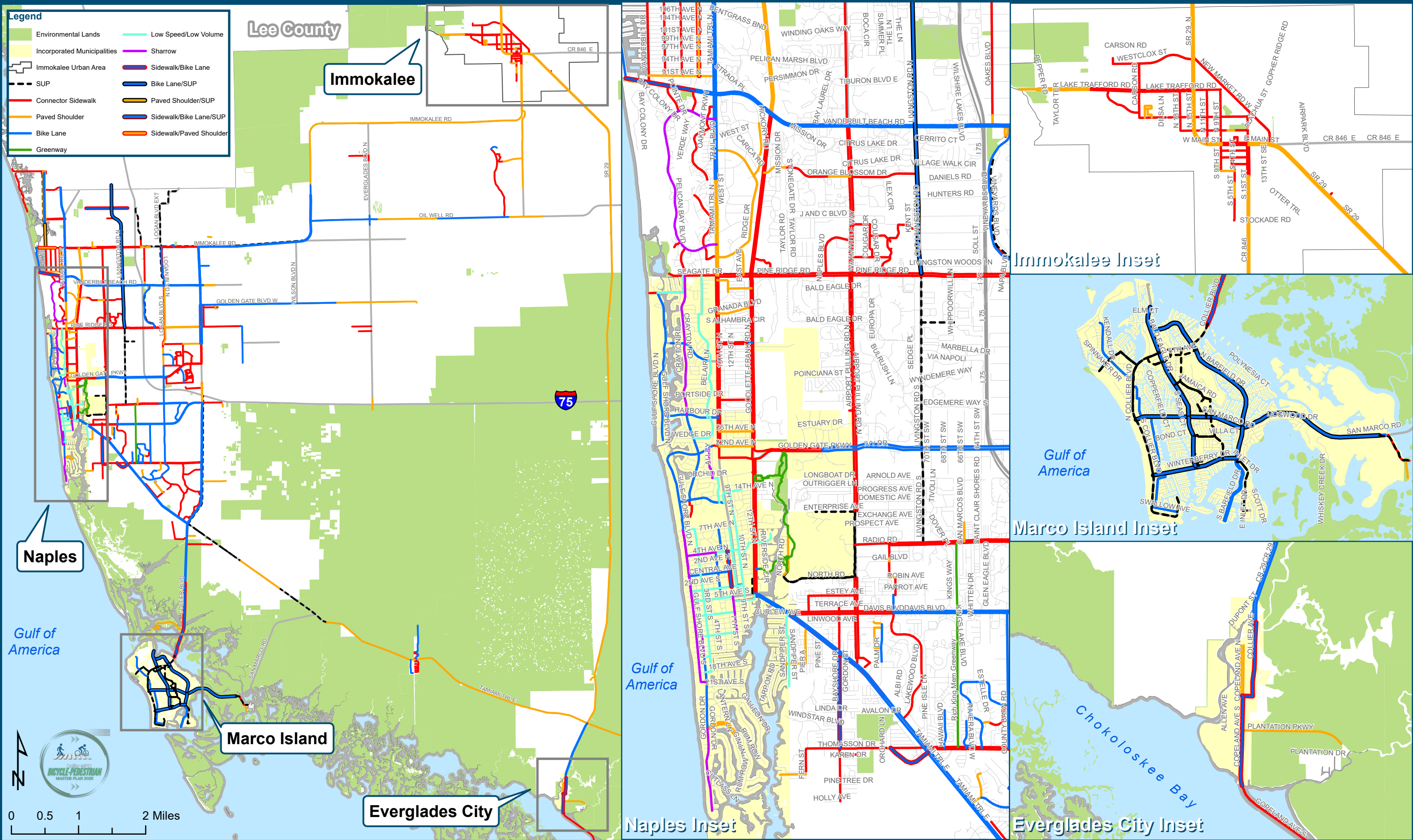
Walkability Studies

The Collier MPO has completed several Walkability Studies requested by Collier County to assess and prioritize walking infrastructure needs in various communities across the County. These studies—covering Bayshore, Naples Manor, Immokalee, Naples Park, and Golden Gate City—help identify the key areas in need of improvement to enhance walkability. The results from these studies have been integrated into the broader plan for bicycle and pedestrian infrastructure development.

For example, the Bayshore and Naples Manor studies (conducted in 2010) highlighted issues such as gaps in sidewalks and unsafe pedestrian crossings. Similarly, the Immokalee and Golden Gate City studies emphasized areas where pedestrians face challenges in terms of connectivity and safety. These recommendations have been added to the MPO's priority list for future infrastructure improvements.

Additionally, the Collier MPO has been actively addressing pedestrian and cyclist safety needs through various studies, including the Golden Gate City Walkability Study, which was last completed in 2019.

For more detailed information, please refer to the Collier MPO's reports and appendices in the documents provided by their official publications.





SECTION 2 - CRASH ANALYSIS AND SAFETY FOCUS

The Crash Analysis and Safety Focus section of the Collier MPO Bicycle-Pedestrian Master Plan (BPMP) builds on data and insights from the Comprehensive Safety Action Plan (CSAP), which is supported by the federal Safe Streets and Roads for All (SS4A) grant. This analysis examines the severity and distribution of crashes involving vulnerable road users, such as pedestrians and cyclists, which represent a disproportionate percentage of severe traffic incidents in Collier County. By focusing on high-risk corridors, crash trends, and contributing factors, the analysis provides a clear understanding of which bicycle-pedestrian facilities should be prioritized for improvement. The findings also inform the design of targeted enforcement campaigns aimed at reducing unsafe driving behaviors and promoting safer interactions between motorized and non-motorized users. For a broader scope of crash data, including countywide trends beyond bicycle and pedestrian incidents, the CSAP can be reviewed on the MPO website and is anticipated to be completed by September 2025. Through these efforts, the BPMP aims to implement data-driven safety strategies that enhance infrastructure, increase visibility, and foster safer conditions for all road users.

Crash Severity and Vulnerable Road Users

Although crashes involving pedestrians and cyclists account for only 4% of all traffic incidents in Collier County, they represent 23% of all severe crashes—those resulting in fatalities or serious injuries (KSI). Pedestrians account for 11% of all KSI incidents, and cyclists account for 12%. These figures underscore the heightened vulnerability of non-motorized users in a predominantly motorized environment. **Figure 1**, "People Killed or Seriously Injured by Mode," highlights this disproportionate impact, serving as a call to action for targeted investments in infrastructure and policy measures designed to protect these road users.

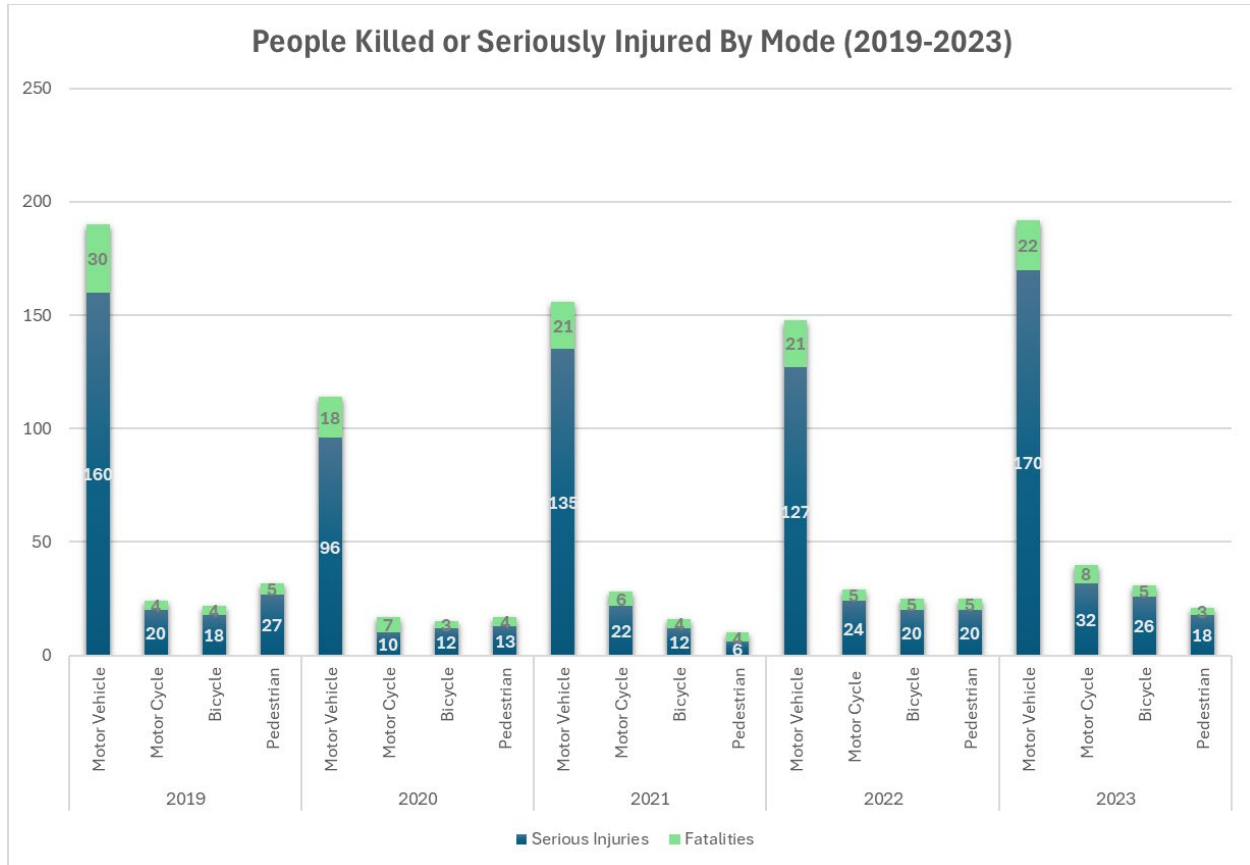


Figure 1: KSI Crashes by Mode (2019-2023), Source Collier MPO SS4A CSAP

Geographic Distribution and Crash Trends

Severe crashes are highly concentrated along major arterial roadways, such as Immokalee Road, Pine Ridge Road, Airport-Pulling Road, and US-41. These corridors, characterized by high traffic volumes, high posted speeds (45-55 mph), and limited infrastructure for non-motorized users, pose significant risks for pedestrians and cyclists. **Figure 2**, the "Bicycle and Pedestrian KSI Crash Density Heat Map," illustrates these hotspots, highlighting areas in need of immediate safety improvements.

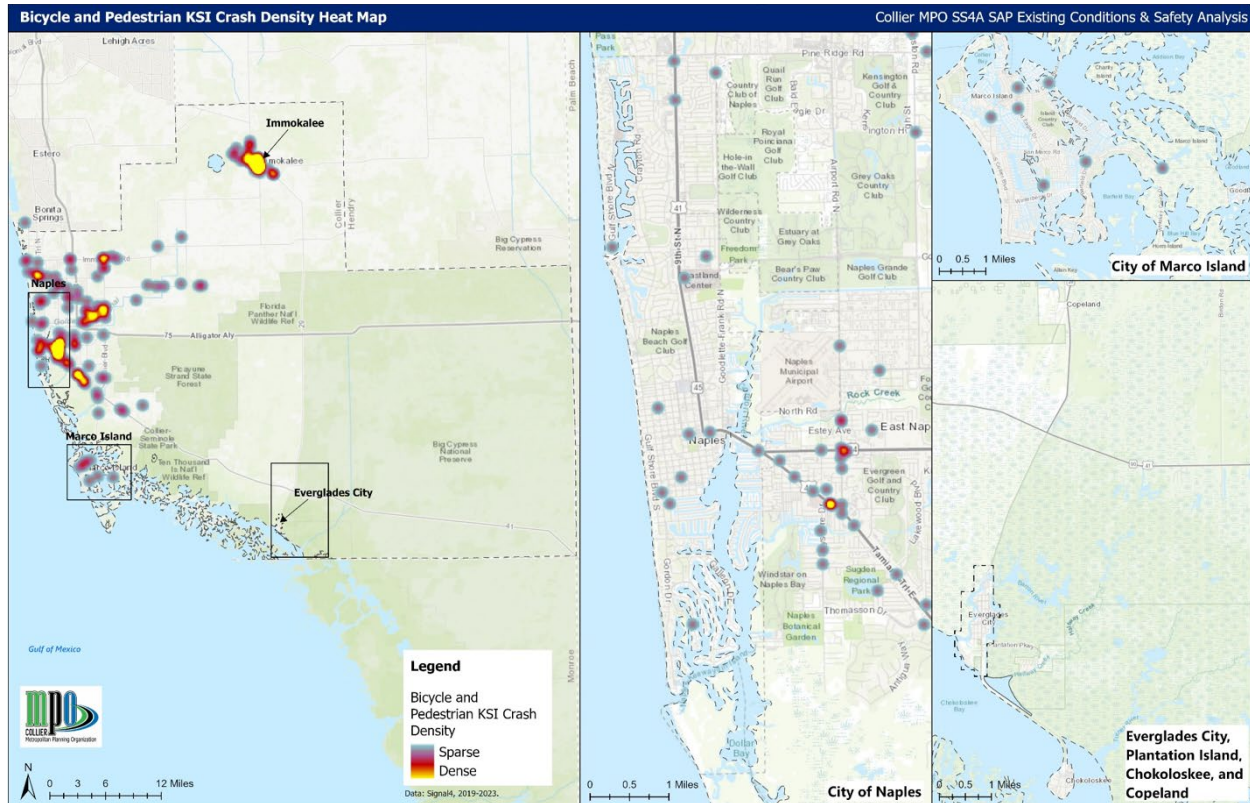


Figure 2: Bicycle and Pedestrian KSI Crash Density Heat Map, Source Collier MPO SS4A CSAP

The analysis reveals shifts in crash patterns. Crashes involving pedestrians and cyclists returned to and exceeded pre-pandemic levels after an initial decline. This resurgence underscores the necessity for proactive, long-term safety strategies, including the implementation of robust infrastructure improvements and community education campaigns.

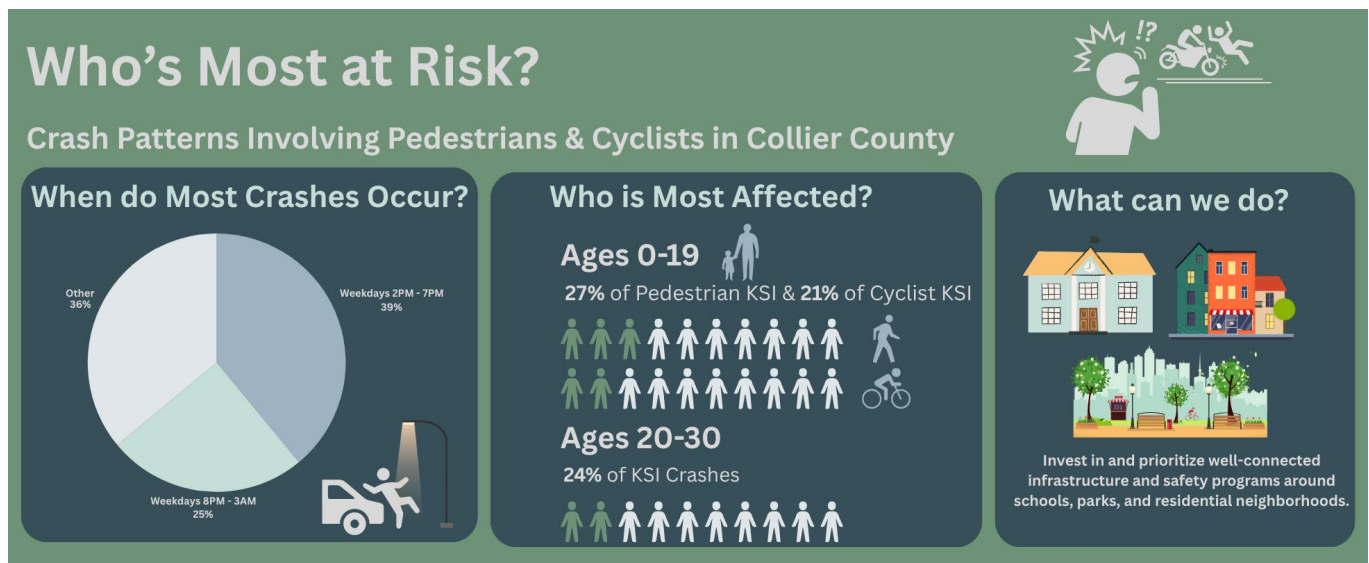
Crash Trends by Day, Time, and Age of Victim

Demographic and timing analyses provide critical insights into crash patterns. Nearly 70% of KSI crashes involving pedestrians and cyclists occur on weekdays, with the highest concentration (39%) occurring between 2 PM and 7 PM. Evening and late-night hours (8 PM to 3 AM) account for 25% of severe crashes, pointing to the need for improved street lighting and visibility measures during low-light conditions.

Demographically, individuals aged 20 to 30 years account for 24% of KSI crashes, a disproportionately high share given that this age group comprises only 9% of the county's population. Younger residents, particularly children and teens aged 0 to 19 years, are also overrepresented, accounting for 27% of



pedestrian KSI crashes and 21% of cyclist KSI crashes. These findings highlight the critical need for child-friendly infrastructure and safety programs targeting schools, parks, and residential neighborhoods.



Traffic Speed and Crash Severity

Arterial roadways, which serve as the backbone of Collier County's transportation network, are designed to facilitate the efficient movement of people and goods. However, their high-speed limits (typically 45 mph or greater), wide intersections, and lack of sufficient infrastructure for non-motorized users make them particularly hazardous for pedestrians and cyclists. Research from the 2023 Pedestrian Safety Month Resource Guide¹¹ consistently shows that vehicle speed is a critical factor in the severity of crashes. As vehicle speeds increase, the likelihood of a fatal or serious injury rises dramatically. **Figure 3** illustrates the correlation between vehicular speed and pedestrian survival rates, reinforcing the importance of speed management strategies.

¹¹ <https://www.trafficsafetymarketing.gov/safety-topics/pedestrian-safety#1886>



Figure 3: Vehicular Speed and Pedestrian Survival Rates (NHTSA)

To address these risks, speed management must be a key focus within the BPMP. Measures such as road diets, speed humps, raised crosswalks, and protected bike lanes can help mitigate the impact of high speeds by increasing driver visibility and awareness, while also providing non-motorized users with a greater sense of safety. Additionally, public awareness campaigns can emphasize the life-saving benefits of reducing vehicle speeds.

Contributing Factors and High-Crash Corridors

Behavioral and environmental factors play a significant role in crash occurrences. As seen in **Figure 4**, reckless driving, failure to yield, roadway departure, and speeding collectively account for the majority of KSI crashes. Additionally, parking lots, despite being low-speed environments, contribute to 10% of pedestrian and cyclist KSI crashes, highlighting the need for safety measures in these areas.



Crashes by Driver Contributing Action

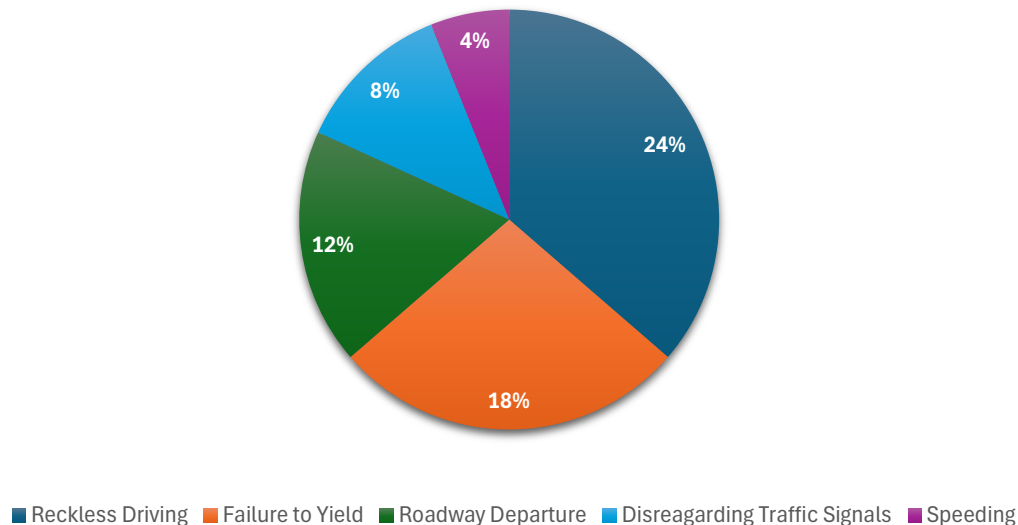


Figure 4: KSI Crashes by Driver Contributing Action

High-Crash Corridors in Collier County

As Collier County continues to experience population growth and increased development, pedestrian and cyclist safety remains a critical concern. The Florida Department of Transportation (FDOT) has identified Collier County as a high-priority area for improving safety infrastructure. According to the *FDOT 2021 Florida Pedestrian and Bicycle Safety Plan*¹², Collier County ranks 25th among Florida counties for pedestrian crashes. While this places it at the lower end of the top 25, the ranking highlights the need for proactive measures to reduce crashes and enhance safety for vulnerable road users.

The *FDOT District One Active Transportation Plan (2022)*¹³ identifies specific high-crash corridors in Collier County that pose significant risks to pedestrians and cyclists. These corridors, assigned crash index scores of 81-100 (the highest in the region), include:

¹² FDOT (2021). *Florida Pedestrian and Bicycle Safety Plan*

¹³ FDOT (2022). *District One Active Transportation Plan*



- US-41 between Davis Boulevard and Collier Boulevard: A heavily trafficked urban corridor that connects residential areas with commercial hubs and serves as a critical route for both local and regional travel.
- SR-29 between North 11th Street and New Market Street: A key route through Immokalee that serves as an essential connection for residents, many of whom rely on walking and biking to access nearby amenities.

These corridors, which serve as vital links for both motorized and non-motorized users, present significant opportunities for safety enhancements. Targeted interventions, such as upgraded crossings, signalization improvements, and dedicated infrastructure for pedestrians and cyclists, are essential to reducing crash frequency and severity.

High Injury Network (HIN)

As part of the Collier MPO's Safety Action Plan (SAP), a detailed High Injury Network (HIN) was developed to identify roadway segments and intersections with the highest incidence of serious and fatal crashes involving bicyclists and pedestrians. This analysis serves as a critical input into the BPMP by guiding where targeted safety improvements should be prioritized to have the greatest impact.

The HIN includes a Tier I and Tier II classification, capturing the top 20% of bicycle and pedestrian crash locations (by severity and frequency). These tiers were developed to balance high crash density with manageable improvement scopes. Together, Tier I and II encompass just 3.8% of the county's roadway miles, yet account for 46% of all bicycle and pedestrian killed or seriously injured (KSI) crashes.

- Tier I alone captures 30% of all KSI crashes on just 0.6% of total roadway mileage.
- The combined HIN includes 103.5 miles of roadway and 48 high-risk intersections, where a total of 97 bicycle and pedestrian KSI crashes occurred.

These findings reinforce that a relatively small subset of roadways and intersections are responsible for a disproportionate share of the region's most severe active transportation crashes.



Table 3: Bicycle and Pedestrian HIN Tier I Intersections

Location	Planning Community	KSI	Rank
Pulling Rd & Tamiami Trl	East Naples	2	1
Pelican Bay Blvd & Tamiami Trl	North Naples	2	2
Radio Rd & Livingston Rd	East Naples	1	3
Kendall Dr & N Collier Blvd	City of Marco	1	4
Vanderbilt Beach Rd & N Goodlette Frank Rd	North Naples	1	5
Davis Blvd & Airport-Pulling Rd S	East Naples	1	6
Immokalee Rd & Strand Blvd	Urban Estates	1	7
Tamiami Trl & Whistlers Cove Blvd	South Naples	1	8
Tamiami Trl & Broward St	South Naples	1	9
Tamiami Trl & Lakewood Blvd	East Naples	1	10
Tamiami Trl & Espinal Blvd	East Naples	1	11
Davis Blvd & Shadowlawn Dr	East Naples	1	12
Neapolitan Way & Tamiami Trl	City of Naples	1	13
New Market Rd W & Charlotte St	Immokalee	1	14
State Road 29 S & Farm Worker Way	Immokalee	1	15
Lake Trafford Rd & State Road 29 N	Immokalee	1	16
Main St & 1st St	Immokalee	1	17
Isle of Capri Blvd & Collier Blvd	Royal Fakapalm	1	18
Radio Rd & Industrial Blvd	East Naples	1	19



Table 4: Bicycle and Pedestrian HIN Tier I Roadway Segments

Segment Name	Segment Start	Segment End	Planning Community	Miles	Bicycle & Pedestrian KSI	Rank
Tamiami Trl	Bayshore Dr	Airport-Pulling Rd S	East Naples	0.25	5	1
W Main St	N 9th St	N 1st St	Immokalee	0.45	6	2
Airport-Pulling Rd S	Estey Ave	North Rd	East Naples	0.21	2	3
Pine Ridge Rd	I-75 West Ramp	I-75 East Ramp	Urban Estates	0.13	1	4
E Main St	N 1st St	New Market Rd E	Immokalee	0.35	1	5
S 1st St	Stockade Rd	Main St	Immokalee	1.47	4	6
Pine Ridge Rd	I-75 E Onramp	Napa Blvd	Urban Estates	0.19	1	7
5th Ave S	9th St S	S Goodlette Frank Rd	City of Naples	0.2	1	8
Airport-Pulling Rd S	Davis Blvd	Estey Ave	East Naples	0.2	1	9
Bayshore Dr	Thomasson Dr	Tamiani Trl	East Naples	1.37	3	10
Pine Ridge Rd	Livingston Rd	Whippoorwill Ln	Urban Estates	0.43	2	11
State Road 29 N	New Market Rd W	Johnson Rd	Corkscrew	1.97	3	12
Grand Lely Dr	Lely Resort Blvd	Collier Blvd	South Naples	0.67	1	13
Tamiami Trl	Granada Blvd	Pine Ridge Rd	Central Naples	0.51	2	14
Orange Bossom Dr	N Airport Rd	Livingston Rd	North Naples	0.96	1	15
Green Blvd	Logan Blvd S	Collier Blvd	Golden Gate	1.95	2	16
Golden Gate Pkwy	Tamiami Trl	Tamiami Trl	City of Naples	0.18	1	17
Tamiami Trl	St Andrews Blvd	Broward St	South Naples	1.25	4	18
Vineyards Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Urban Estates	2.42	1	19



Integrating the HIN into the BPMP

To improve safety outcomes, the BPMP emphasizes the importance of prioritizing projects that align with the HIN. By identifying these high-risk corridors and intersections, the MPO can focus on limited resources where they are needed most and where they will have the greatest impact on reducing severe and fatal crashes.

Accordingly, the project evaluation criteria within this Plan will assign higher scores to proposed bicycle and pedestrian improvements located on or directly benefiting an identified Tier I or Tier II HIN segment or intersection. This approach ensures that the selection and funding of future projects are guided by data-driven safety priorities that directly address the most pressing needs. Incorporating the HIN into the BPMP also positions the Collier MPO and its partners to utilize and be eligible for federal implementation grants through the Safe Streets and Roads for All (SS4A) program, which supports projects that directly address identified safety concerns.

A full and detailed analysis of the High Injury Network can be found in the Collier MPO SS4A Safety Action Plan.

Pedestrian and Bicycle Safety Audits

A Pedestrian and Bicycle Safety Audit (PBSA) is a specialized evaluation of roadways and intersections designed to identify safety challenges and opportunities to enhance conditions for pedestrians and bicyclists. By leveraging crash data, observing traffic patterns, and assessing infrastructure design, PBSAs offer actionable recommendations to improve safety and accessibility for non-motorized users. These audits are essential as communities work to develop safer, more inclusive transportation systems, particularly in response to growing urbanization and increasing demand for pedestrian and bicycle infrastructure. Looking ahead, PBSAs will be pivotal in advancing long-term safety initiatives like Target Zero by addressing high-risk locations, mitigating traffic speed risks, and promoting equitable access to safe travel. As mobility trends evolve, the role of continuous evaluations and forward-thinking planning becomes increasingly critical to building resilient and user-friendly transportation networks.

Bicycle Crash Trends

- While bicycle crashes make up only 2% of all crashes, they account for 12% of KSI (Killed or Seriously Injured) crashes, with 1 in 9 resulting in a fatality or serious injury.
- Serious bicycle crashes are more common in winter and spring, making up 66% of incidents, likely due to seasonal population increases and favorable biking conditions.
- The most dangerous locations for cyclists are large urban intersections with six or more lanes and moderate to high traffic volumes, emphasizing the need for improved infrastructure.



Pedestrian Crash Trends

- Although pedestrian crashes represent only 2% of total crashes, they account for 11% of all KSI crashes, with 1 in 10 resulting in a fatality or serious injury.
- Many serious pedestrian crashes occur at smaller, low-traffic signalized intersections, highlighting the need for enhanced pedestrian safety measures.
- Despite being low-speed environments, parking lots contribute to 10% of serious pedestrian crashes, a significantly higher proportion than for other road users, indicating a need for better design and safety interventions.

These findings highlight specific safety concerns, such as driveway and intersection design, driver awareness of non-motorized users, and pedestrian signal compliance. Addressing these issues through targeted infrastructure improvements, education, and enforcement remains critical to reducing crashes and improving safety for pedestrians and bicyclists in Collier County.

Street and Sidewalk Lighting

Lighting is a critical safety feature that enhances visibility for motorists, pedestrians, and bicyclists, significantly reducing the risk of crashes during low-light conditions. Incorporating adequate lighting is essential during the design and construction of bicycle and pedestrian infrastructure to ensure safety and accessibility for all users. Public feedback frequently highlights the connection between safety and proper lighting, emphasizing its importance in creating a secure walking and biking environment. As part of the public outreach efforts for this Plan, a survey was conducted to understand the factors influencing perceptions of safety or feelings of being unsafe while walking or biking. The survey results, presented in the Appendix, indicated that 21% of respondents identified lighting as a primary concern contributing to these feelings. This feedback highlights the importance of prioritizing investments in street lighting, especially in high-crash and poorly lit areas, to enhance safety and build confidence among pedestrians and bicyclists.

Safety Performance Targets

The Florida Department of Transportation (FDOT) has embraced Target Zero, a program committed to achieving zero traffic fatalities or severe injuries across the state. In alignment with this goal, the Collier MPO adopted FDOT's safety performance targets beginning in February 2018 and has continued to do so on an annual basis. This adoption allows the MPO to leverage FDOT's annual reporting to the Federal Highway Administration (FHWA) through the Statewide Transportation Improvement Program (STIP), streamlining reporting for the MPO's Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).



Target Zero and Safety Performance Targets

Safety remains a top priority for the MPO and is the first national goal outlined in the Fixing America's Surface Transportation (FAST) Act. Under the FAST Act, the FHWA mandates that state Departments of Transportation (DOTs) and MPOs adopt five safety performance targets, which Collier MPO originally endorsed in February 2018 and readopts on an annual basis. These targets focus on reducing fatalities and serious injuries, including those involving non-motorized road users.

The five safety-performance measures include:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

In 2023, FDOT reported significant progress toward Target Zero¹⁴:

- A 10% reduction in total traffic fatalities statewide compared to 2021.
- A decline in non-motorized fatalities and serious injuries, with a combined total of 750, down from 820 in 2020.
- A continued focus on high-risk areas and vulnerable road users through data-driven interventions.

Collier MPO's Safety Efforts

The Collier MPO integrates this safety performance targets into its plans and projects, prioritizing non-motorized safety improvements. As part of its ongoing commitment, the MPO emphasizes infrastructure upgrades, education campaigns, and enforcement measures to reduce risks for pedestrians and bicyclists. Referenced in the LRTP, Policy and Implementation, outlines the framework for monitoring and reporting progress on these targets.

By aligning with Target Zero and adopting FDOT's targets, Collier MPO reinforces its dedication to creating a safer transportation network, fostering a culture of safety, and advancing the goal of eliminating severe injuries and fatalities on Florida's roadways.

¹⁴ Florida Department of Transportation (FDOT), Safety Performance Measures and Progress Report (2023).



SECTION 3 - PUBLIC ENGAGEMENT

Community Engagement Overview

The development of this Plan employed an enhanced community engagement process designed to maximize participation and gather diverse input from residents and stakeholders. Traditional outreach methods—such as workshops, committee meetings, and open houses—were supplemented with innovative efforts to ensure broader involvement. Key highlights include:

- **Engagement with Tribal Nations:** Meetings were held with the Seminole Tribe of Florida and the Miccosukee Tribe to incorporate their perspectives.
- **Participation at Non-MPO Meetings:** Outreach extended to non-MPO gatherings to reach broader audiences.
- **Interactive Online Map:** The Collier MPO website featured an interactive map that allowed residents to pinpoint specific locations and submit comments directly.
- **Community Surveys:** Surveys were offered online and distributed widely, with outreach events promoting participation.

The public engagement process generated over nearly **350** comments, as illustrated in the Public Engagement Responses chart (**Figure 5**). These comments, outlined below and included in the appendices, highlighted several recurring themes:

- Enhance safety for pedestrians and cyclists.
- Address gaps in sidewalks, bike lanes, and paths, prioritizing regional connections.
- Improve maintenance of existing bicycle and pedestrian facilities.
- Develop shared use paths wherever feasible.
- Increase emphasis on protected and separated bike lanes.
- Install improved lighting in low-lit areas
- Provide increased shade along heavily used pedestrian corridors to improve comfort and usability.

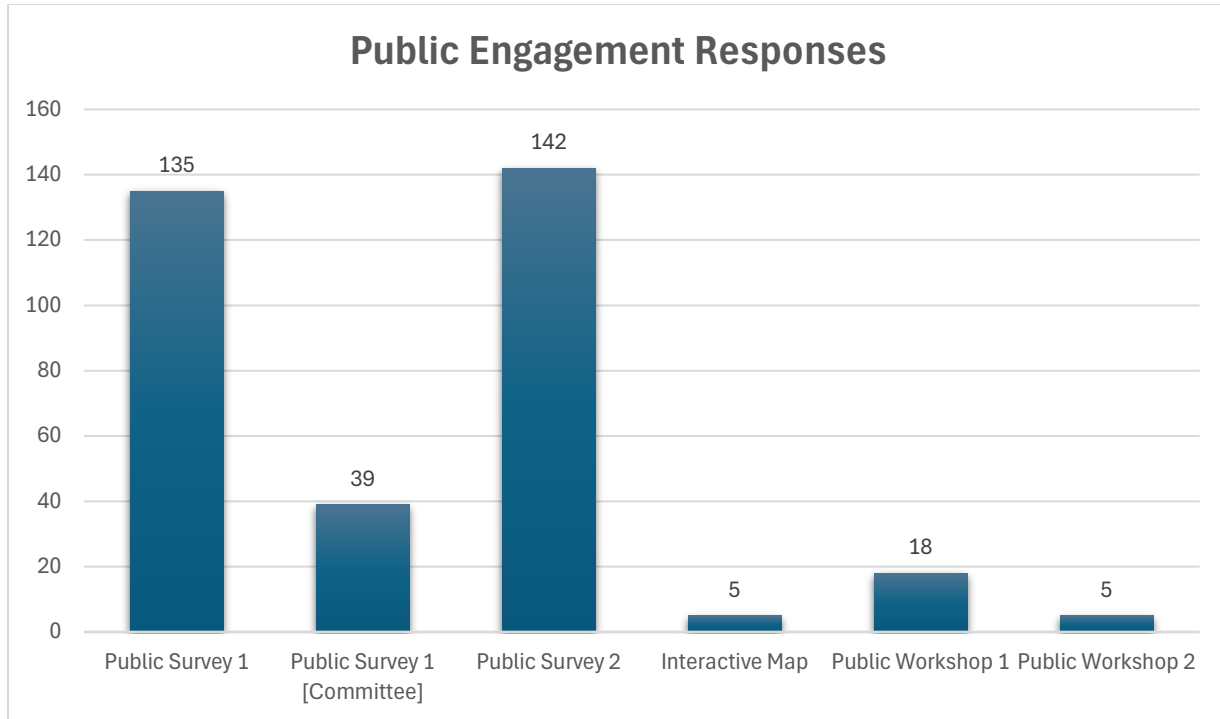


Figure 5: Public Engagement Response Count by Media Platform

Online Workshops

To ensure accessibility, two online open-house workshops were held after standard work hours during the Plan's development:

- **Initial Public Workshop:** Conducted early in the process in October 2024, this session gathered public input on plan goals, bicycle and pedestrian facility needs, and perceptions of the transportation system. Participants voted on goal statements, which helped shape the evaluation criteria. The workshop drew 35 participants, with additional five written comments submitted afterward.
- **Second Public Workshop:** Held in early May 2025, this workshop marked the first public unveiling of the draft master plan. The session was designed to validate prior community feedback, confirm public support, and collect additional input to refine the plan. Participants engaged with key components of the draft through interactive tools such as real-time discussion whiteboards, mapping exercises to identify facility gaps, voting on preferred elements, and submitting final recommendations. One key topic that emerged during the workshop was the opportunity to increase shade along major active transportation corridors. The event drew approximately 10 participants and generated valuable feedback both during and following the session.



Additional Community Feedback

Beyond workshops and surveys, the MPO received numerous emails, phone calls, and letters from citizens seeking information or providing comments on the Plan. These communications are cataloged in **Appendix A**, demonstrating the high level of public interest and engagement in shaping this Plan.

Tribal Community Outreach

Public outreach for the Bicycle-Pedestrian Master Plan marked a significant milestone, as it was the first time tribal communities were actively involved in the development of such a plan. Engagements included outreach to the Seminole Tribe of Florida's Immokalee Reservation and a virtual meeting with the Miccosukee Tribe, ensuring their unique perspectives and concerns were addressed and documented. This Bicycle-Pedestrian Master Plan serves as a pioneer in fostering collaboration with tribal communities, setting a precedent for future planning efforts to be more inclusive and reflective of the diverse needs of all stakeholders.

Interactive Map

Figure 6 shows a segment of an interactive web-based tool used to gather public input. Residents could submit comments regarding bicycle and pedestrian needs, challenges, required connections, safety issues, and potential destinations. This interactive map is available on the Collier MPO Bicycle-Pedestrian Master Plan homepage, where users can find the link to the map as well as additional resources, including a user manual that provides step-by-step instructions for documenting public feedback. The map serves as a visual aid, allowing the public to explore the active transportation network in Collier County. Upon completion of this plan, the MPO intends to keep the interactive map available on the homepage, allowing continued public access and engagement.

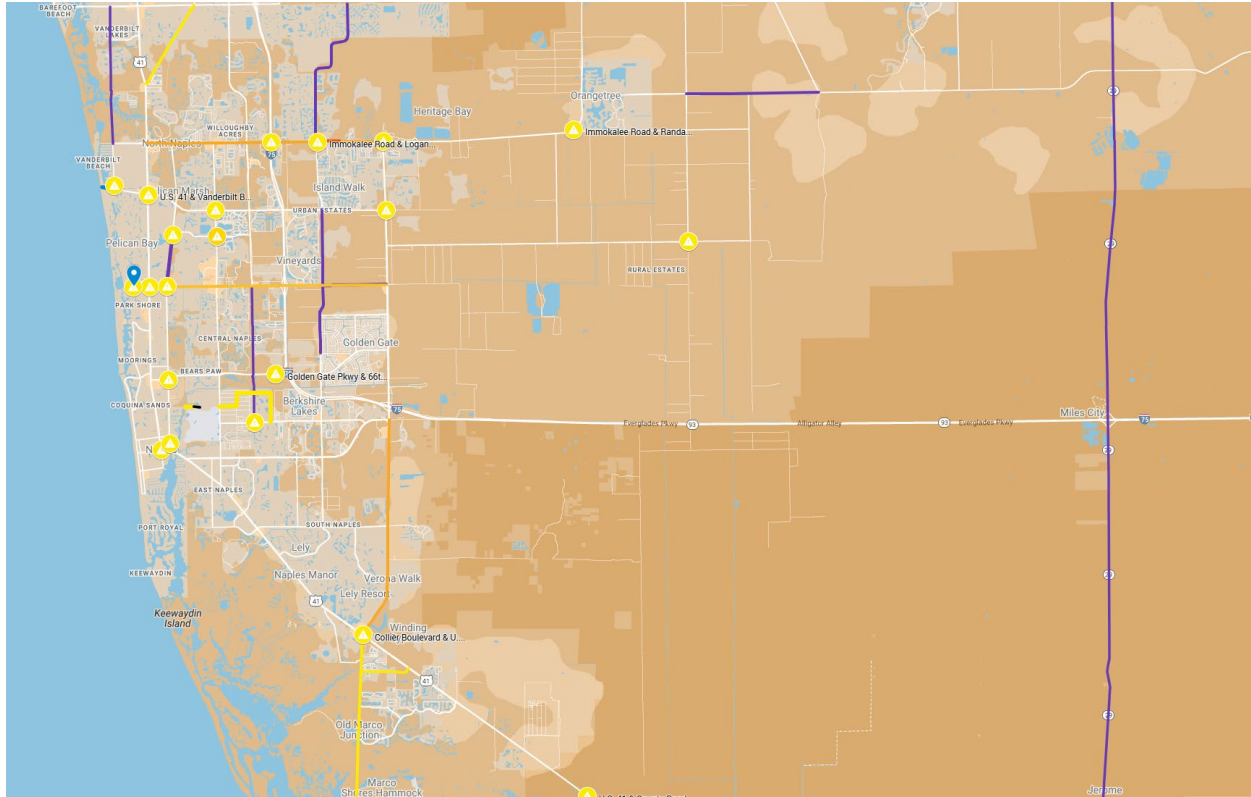


Figure 6: Interactive Map Showing Public Concerns from Survey 1

Online Survey

Two online surveys were conducted to assess the public's comfort level with walking and bicycling, as well as to identify areas of concern and desired improvements. The surveys featured a variety of questions related to bicycling and walking, with several allowing multiple responses and providing space for open-ended feedback. Overall, respondents rated the active transportation facilities in Collier County as fair but expressed ongoing safety concerns for both cyclists and pedestrians. A total of 316 responses were received.

One key question asked respondents to identify the most important improvements for making their community safer and more accessible for people walking and biking. The top three priorities were: more dedicated and protected bike lanes (76%), increased education and awareness campaigns (40%), and additional connecting sidewalks (32%), as shown in **Figure 7**.

Additional questions asked respondents to share their main concerns regarding the development of the plan. A total of 95% emphasized the need to prioritize and improve safety for cyclists and pedestrians in Collier



County. The next most common concern was the maintenance of existing paths and pedestrian facilities (37%), followed by potential impacts on current vehicular traffic flow (25%).

As shown in **Figure 7**, approximately 16% of respondents prioritized the maintenance of existing facilities, making it the fifth-highest concern. However, maintenance emerged as a recurring theme in the open-ended responses, where many participants cited issues such as debris, potholes, and other deficiencies in existing bike lanes. While it ranked fifth in the closed-ended questions, the volume of detailed feedback in the open-ended section highlights the community's strong concern for infrastructure upkeep. This emphasis underscores the need for continued maintenance and improvements, even though it was not ranked as a top priority in the quantitative results.

Respondents were also asked to identify the types of facilities they believed should be prioritized in the plan. The top three responses were: dedicated bike lanes (73%), shared use paths (72%), and safe crossing points, including intersections and mid-block crossings (52%). All survey results can be found in **Appendix B**.

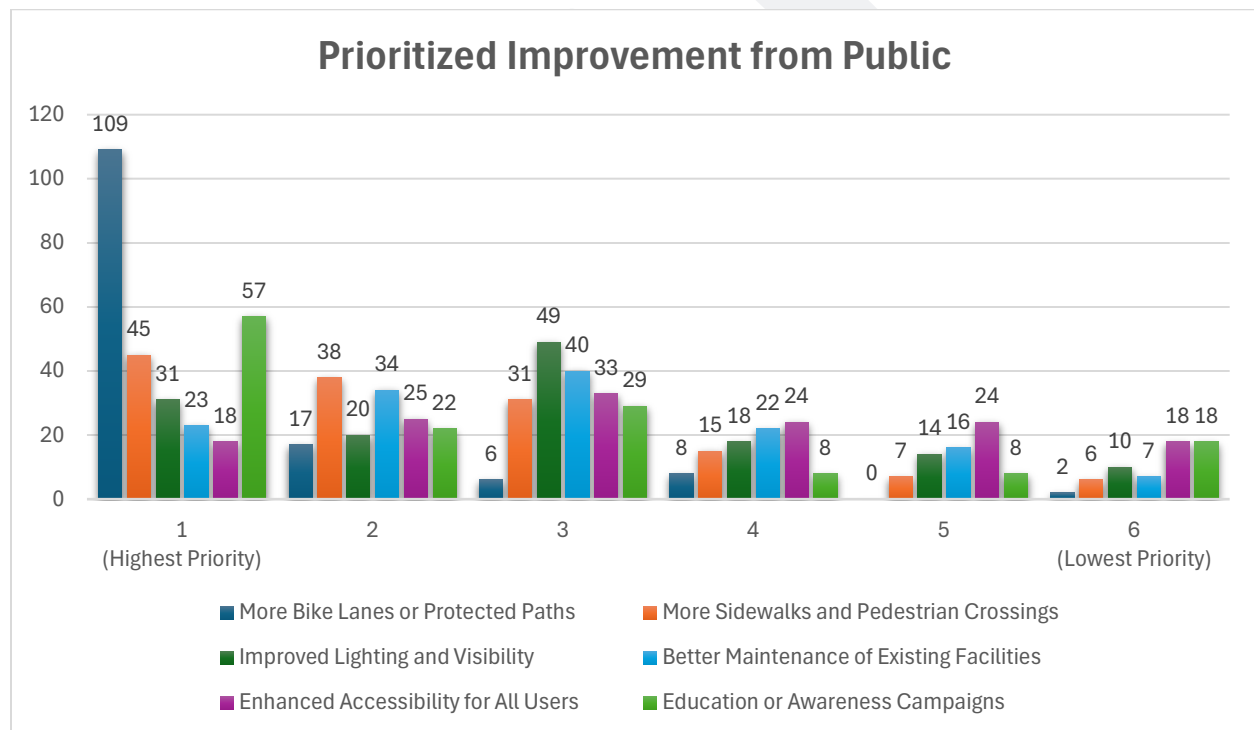


Figure 7: Prioritized Improvements Captured During a Public Survey

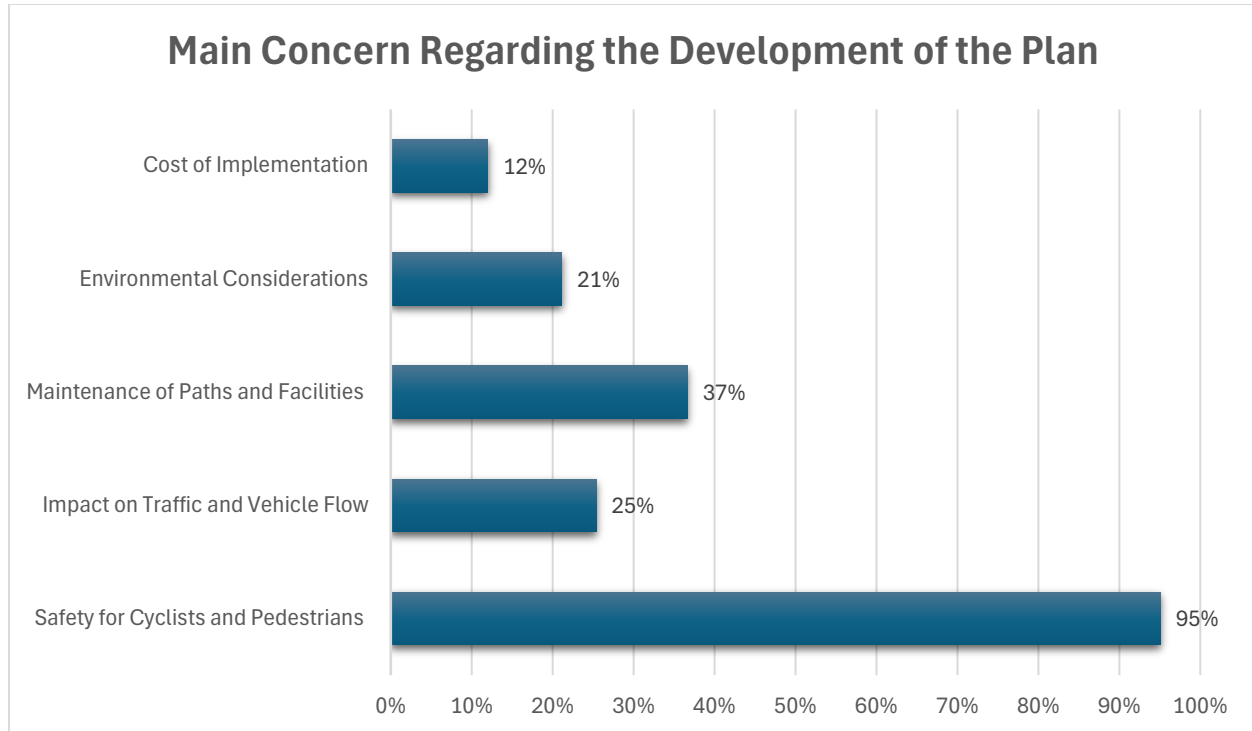


Figure 8: Main Concern for Master Plan Development Captured During a Public Survey

MPO Board and Advisory Committee Meetings

The MPO Board and its three advisory committees, the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC)—were actively involved throughout the Plan's development. These groups provided essential guidance and feedback during regular updates on the Plan's progress. All MPO meetings are open to the public, offering additional opportunities for public input during these sessions. Comments and recommendations from the advisory committees, as well as input from Collier County Transportation Planning, are documented and available for public viewing on the Collier MPO website, where all meeting records are accessible.



SECTION 4 - VISION, GOALS, AND STRATEGIC OBJECTIVES

A clear vision is essential for guiding the plan’s development, providing direction and purpose. It shapes the goals, objectives, and strategies, ensuring they align with the community’s needs and priorities. To create this vision, the planning team reviewed the existing Bicycle-Pedestrian Master Plan (BPMP) as a baseline, explored similar local active transportation plans, and incorporated input from the public, MPO board, committees, and stakeholders. This collaborative process resulted in a vision that reflects a comprehensive approach to improving mobility and safety. The following section presents the vision and goals that will guide this plan.

Vision

“To create a safe and connected network of active transportation facilities in Collier County that promotes and encourages the use of bicycle and pedestrian pathways which support business and recreation for community access and well-being.”

Safety, as emphasized in the 2019 plan, remains one of the most important areas of concern, with connectivity closely following as a key priority. These two pillars continue to serve as cornerstones for this plan, as public feedback indicated that improvements in these areas are still top priorities. Achieving a safe and well-connected network is essential to encouraging residents to utilize these facilities, providing direct benefits to users and creating broader community advantages. The vision, goals, and objectives outlined in this plan are consistent with priorities set forth in the 2045 Long-Range Transportation Plan (LRTP) and will be incorporated into the 2050 LRTP to ensure long-term alignment and support.

Goals

While considering the goals outlined in the 2019 Bicycle-Pedestrian Master Plan, the goals presented in **Table X** were developed through a comprehensive review of existing resources and a collaborative effort. This process involved examining similar regional active transportation plans and incorporating feedback from BPAC committee members during workshop opportunities. Initial goals and priorities were gathered from their input, and the planning team refined and consolidated these into seven key goals. After further coordination with MPO staff and the BPAC committee, the final goals for this plan are as follows:



Table 5: Bicycle & Pedestrian Master Plan Goals and Strategies

Goal	Strategy
Safety	Promote education and enforcement as the primary strategies, followed by engineering solutions, to enhance safety for cyclists, pedestrians, and micromobility users.
Connectivity	Develop a seamless network that connects key points of interest, ensuring accessibility and ease of use for all modes of transportation.
Economy	Develop bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options, contributing to economic growth and community vitality.
Education	Promote awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, and community engagement, empowering users with the knowledge to navigate the network confidently and effectively.
Efficiency	Support the design, implementation, and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.
Health	Design pathways that encourage active transportation and support public health initiatives.
Interactive Map	Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning.

Though there are similar goals in this plan compared to its predecessor, the importance of safety and connectivity still holds a prominent role. However, new strategies have been incorporated to address the needs and challenges of today, such as the inclusion of micromobility options. Additionally, this plan introduces a new goal: the creation of an interactive map. The purpose of this map is to enhance connectivity within the network while providing residents with easy access to valuable resources and information. To ensure its continued relevance, the map will be regularly updated, allowing for ongoing improvements and engagement with the active transportation infrastructure.



Objective and Strategies

1. **Safety** - Promote education and enforcement as the primary strategies, followed by engineering solutions, to enhance safety for cyclists, pedestrians, and micromobility users.

Objectives:

- Reduce the number of bicycles, pedestrian, and micromobility-related KSI crashes in high-risk areas.

Strategies:

- Prioritize shared use paths and separated bike lanes where feasible and continue improving lower-tier bike-ped facilities through roadway improvement projects.
- Increase lighting and visibility at intersections and crossings.
- Conduct safety education campaigns targeting drivers, cyclists, and pedestrians.

2. **Connectivity** - Develop a seamless network that connects key points of interest, ensuring accessibility and ease of use for all modes of transportation.

Objectives:

- Create a well-connected network of facilities linking residential areas to schools, parks, businesses, and public transit.

Strategies:

- Identify and eliminate gaps in the existing network to improve access to key destinations and enhance last mile connections to transit stops.
- Establish clear wayfinding signage for all modes of active transportation.
- Prioritize projects that improve connections between transit-dependent areas, transit stops, and the broader bicycle and pedestrian network.

3. **Economy** - Develop bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options, contributing to economic growth and community vitality.

Objectives:

- Enhance economic activity by making bicycle-pedestrian routes accessible to business districts and tourist areas.

Strategies:



- Identify routes and select projects that connect cultural landmarks, shopping centers, and downtown areas.
 - Collaborate with local businesses and agencies to identify opportunities to implement bicycle- and pedestrian-friendly amenities such as bike racks, seating, shade, and repair stations.
 - Collaborate with local agencies to identify projects that improve pedestrian access to employment centers and recreational destinations.
4. **Education** – Promote awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, community engagement, empowering users with the knowledge to navigate the network confidently and effectively.

Objectives:

- Reduce crashes and unsafe behaviors involving bicyclists and pedestrians by increasing user knowledge and awareness.

Strategies:

- Create simple, easy-to-understand safety materials and distribute them in schools, libraries, community centers, and online.
 - Partner with local organizations to deliver community-based education and outreach activities.
 - Use social media, public signs, and outreach at community events to share safety tips and promote responsible behavior.
5. **Efficiency** – Support the design, implementation and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.

Objectives:

- Encourage active transportation to decrease vehicle use, reduce traffic congestion, and enhance the overall performance of the transportation network.

Strategies:

- Identify, prioritize, and promote safe and attractive routes for walking, biking, and micromobility through planning and coordination efforts.
- Implement initiatives to reduce short car trips by enhancing and promoting alternative transportation options.
- Promote the importance of maintaining and upkeep county bicycle and pedestrian facilities to ensure their continued safety, accessibility, and effectiveness.



6. Health - Promote pathways that encourage active transportation and support public health initiatives.

Objectives:

- Increase opportunities for residents to engage in active transportation and improve public health.

Strategies:

- Identify and prioritize projects that foster connected communities, encouraging physical activity through accessible transportation options.
- Focus on closing gaps in pathways that connect recreational areas, healthcare facilities, and schools, providing viable alternative travel options.
- Collaborate with health organizations to highlight the benefits of active transportation.

7. Interactive Map - Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning.

Objectives:

- Provide residents and visitors with an accessible tool to navigate and plan routes on the bicycle-pedestrian network.

Strategies:

- Ensure interactive map layers are systematically maintained and updated to provide accurate, reliable, and current information for all users.
- Incorporate data layers showcasing connectivity to public transit, schools, and key destinations.
- Allow and encourage users to report issues or suggest improvements directly to MPO staff to support a continuously updated and responsive user experience.



SECTION 5 - ASSESSMENT OF NEEDS

Identification of Network Needs

To develop a comprehensive understanding of the infrastructure gaps and needs within Collier County's bicycle and pedestrian network, a systematic approach was employed. This process focused on identifying deficiencies and opportunities along the county's collector and arterial roads through the following methods:

A thorough review of existing plans, policies, and studies was conducted to ensure alignment with local, regional, and state transportation goals. Key documents reviewed included the current municipal master plans for the City of Naples, Everglades City, and Marco Island, as well as the previous Bicycle and Pedestrian Master Plan. Additionally, the MPO's FY2025-2029 Transportation Improvement Program, along with the Capital Improvement Programs for the cities of Naples, Marco Island, and Everglades City, as well as Collier County's 2023 Annual Updated and Inventory Report and Capital Improvement Element for County Roads & Bridge Facilities, were reviewed to ensure that planned and programmed transportation investments were considered and integrated into the overall planning process. This step provided a foundational understanding of existing priorities, identified planned projects, and ensured consistency with broader transportation objectives. Reviewing the previous master plan helped establish the baseline for the county's bicycle and pedestrian infrastructure and provided a better understanding of past prioritized locations.

An inventory of existing bicycle and pedestrian facilities along collector and arterial roads was completed to establish baseline conditions. This effort documented facility types, such as bike lanes, shared-use paths (SUPs), sidewalks, and paved shoulders. To achieve this, maps of the existing facilities were reviewed and commented on by local agencies, stakeholders, and the community through extensive public outreach. This iterative process ensured a thorough analysis of the existing network and provided a solid starting point for identifying gaps and deficiencies.

Engaging the community was a critical component of identifying needs and gaps. Input was gathered through public surveys, workshops, and stakeholder meetings to understand the concerns, preferences, and priorities of residents, business owners, and advocacy groups. This feedback provided valuable insights into barriers to walking and cycling, areas of high demand, and desired improvements, ensuring that the Master Plan reflects the needs of the community it serves.

To comprehensively identify missing links and deficiencies in the bicycle and pedestrian network, GIS (Geographic Information System) software was used to analyze the county's infrastructure inventory. This process involved mapping existing facilities, including bike lanes, shared-use paths, sidewalks, and paved shoulders, across Collier County's arterial and collector roads.



A comprehensive analysis was conducted using data overlays to identify gaps in the bicycle-pedestrian network. This included mapping all existing bicycle-pedestrian facilities, as well as programmed facilities that are anticipated for completion and planned future facilities. This approach provides a clear understanding of current infrastructure and upcoming projects, helping to identify areas of deficiency and inform future planning efforts.

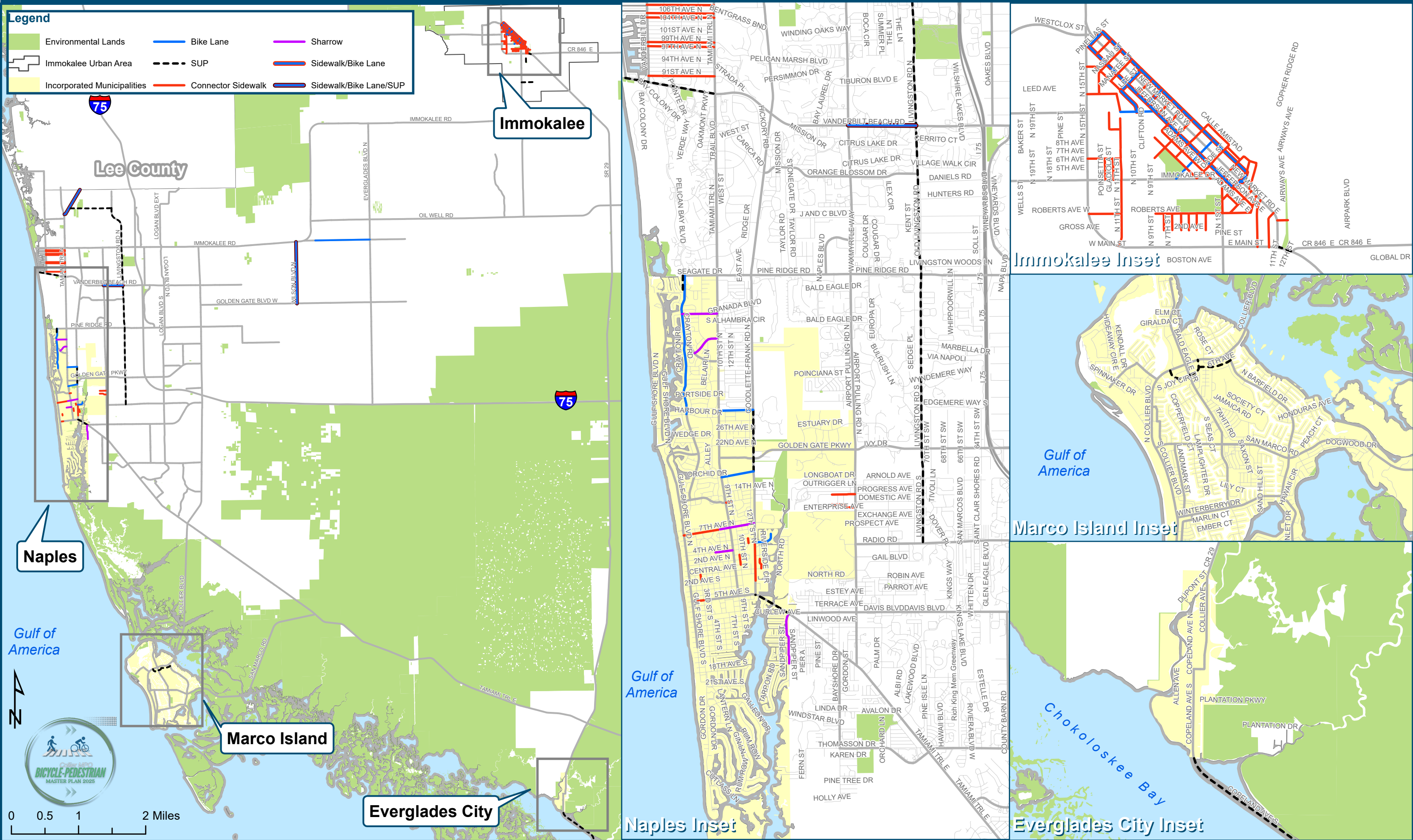
By using GIS tools, incorporating input from local agencies, stakeholders, and the community, and factoring in programmed facilities, a comprehensive and data-driven assessment of Collier County’s bicycle and pedestrian infrastructure was conducted. This approach identified current deficiencies, highlighted gaps in connectivity, and accounted for planned improvements. The results of the gap analysis and public outreach are summarized below.

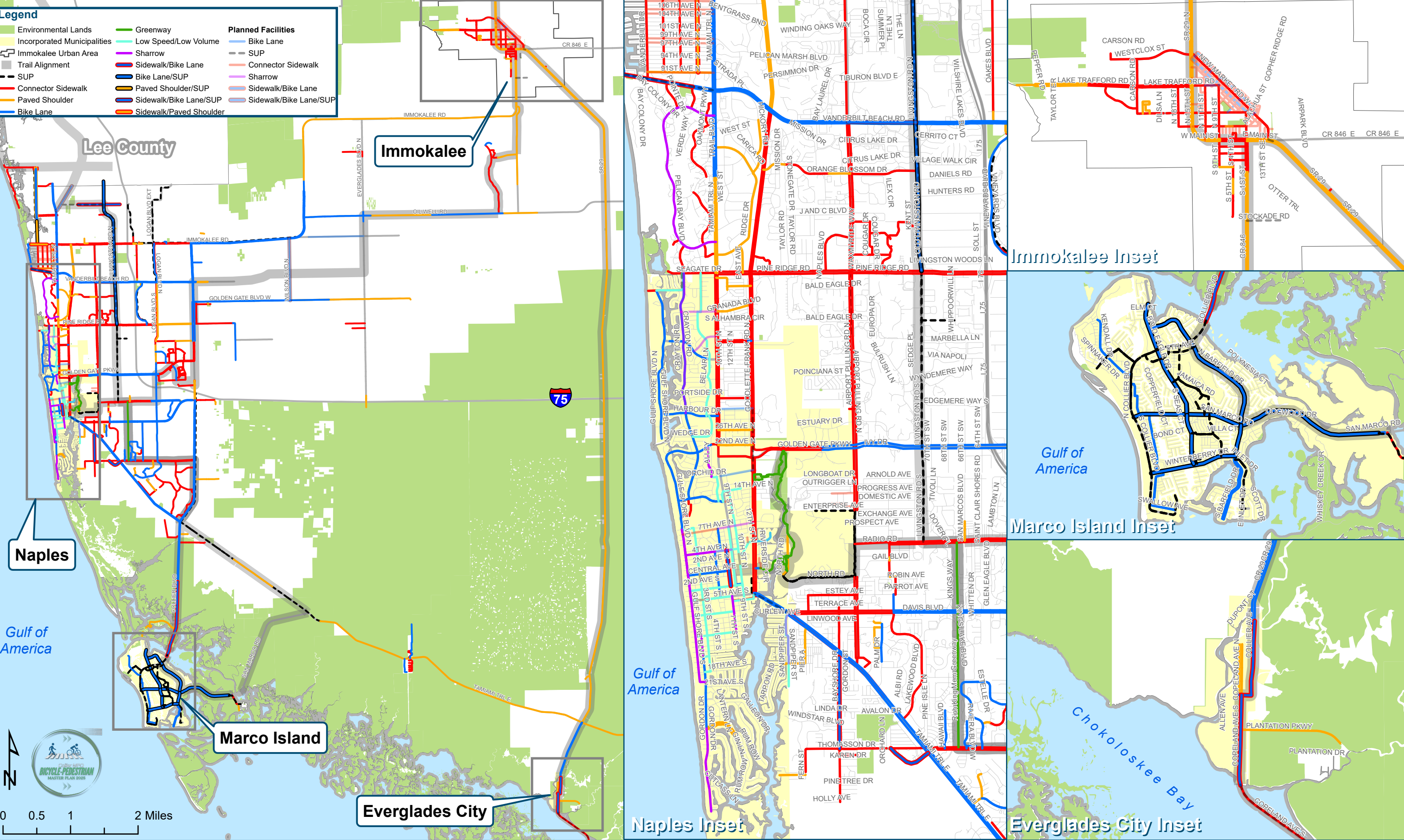
Identified Facilities Through Public Outreach

The identification of bicycle and pedestrian needs within the Collier County Bicycle-Pedestrian Master Plan is informed by a combination of public input, data analysis, and an updated gap assessment. The following list reflects locations and corridors frequently noted during public outreach as areas with potential for improved bicycle and pedestrian access, safety, or connectivity. While these locations were identified as important by the public, they do not represent committed projects.

To provide additional context, the accompanying table includes a column with MPO analysis to clarify the status of each location and how it relates to current plans, priorities, and existing infrastructure. These identified needs will be further evaluated using established criteria to determine their alignment with the goals of the Master Plan and their potential for inclusion in the prioritized project list as funding or opportunities become available.

Bicycle & Pedestrian Master Plan





Legend

Environmental Lands

Immokalee Urban Area

Incorporated Municipalities

Connector Sidewalk

SUP

Bike Lane/Sidewalk

Bike Lane/SUP

Sidewalk/Paved Shoulder

Bike Lane/Sidewalk/SUP

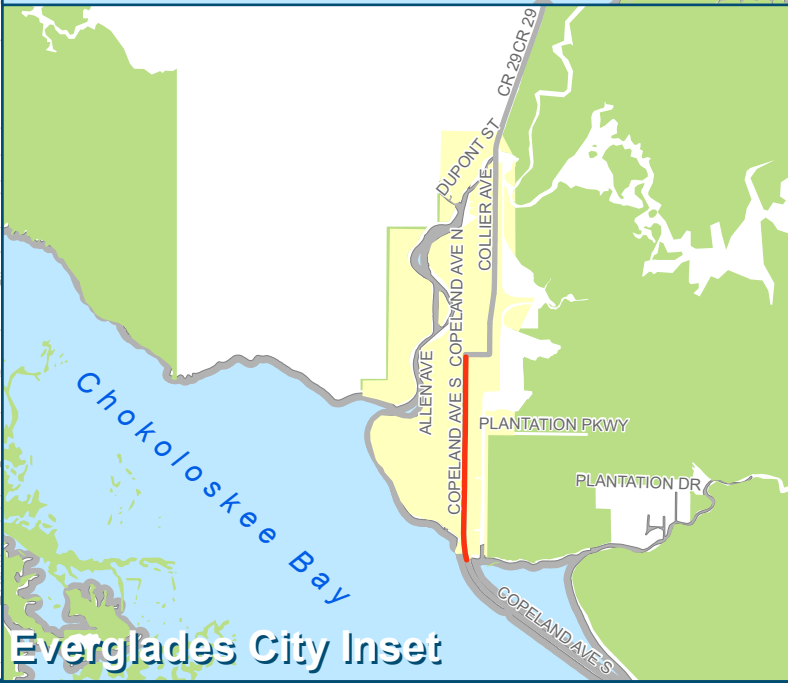
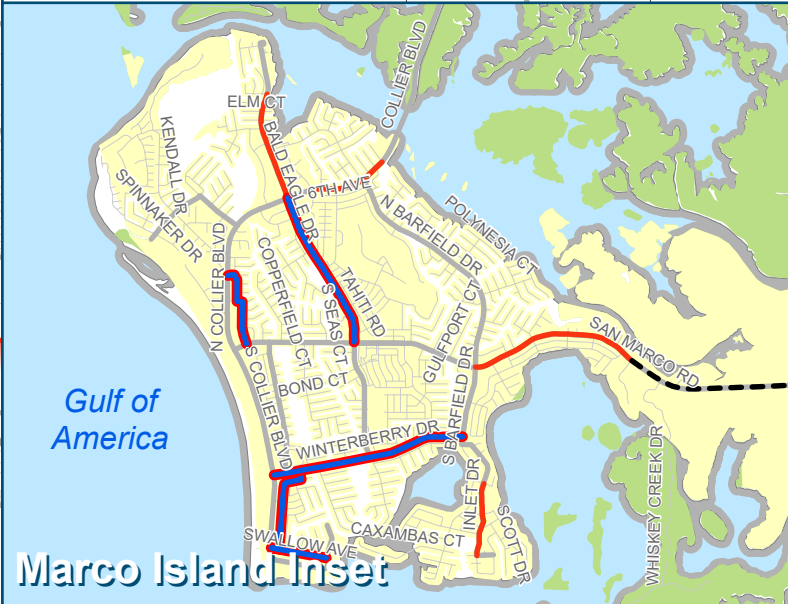
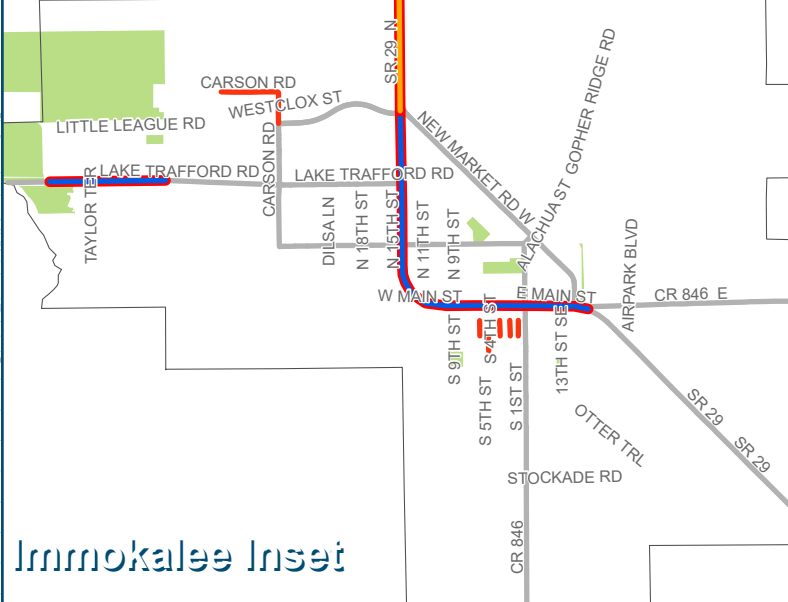
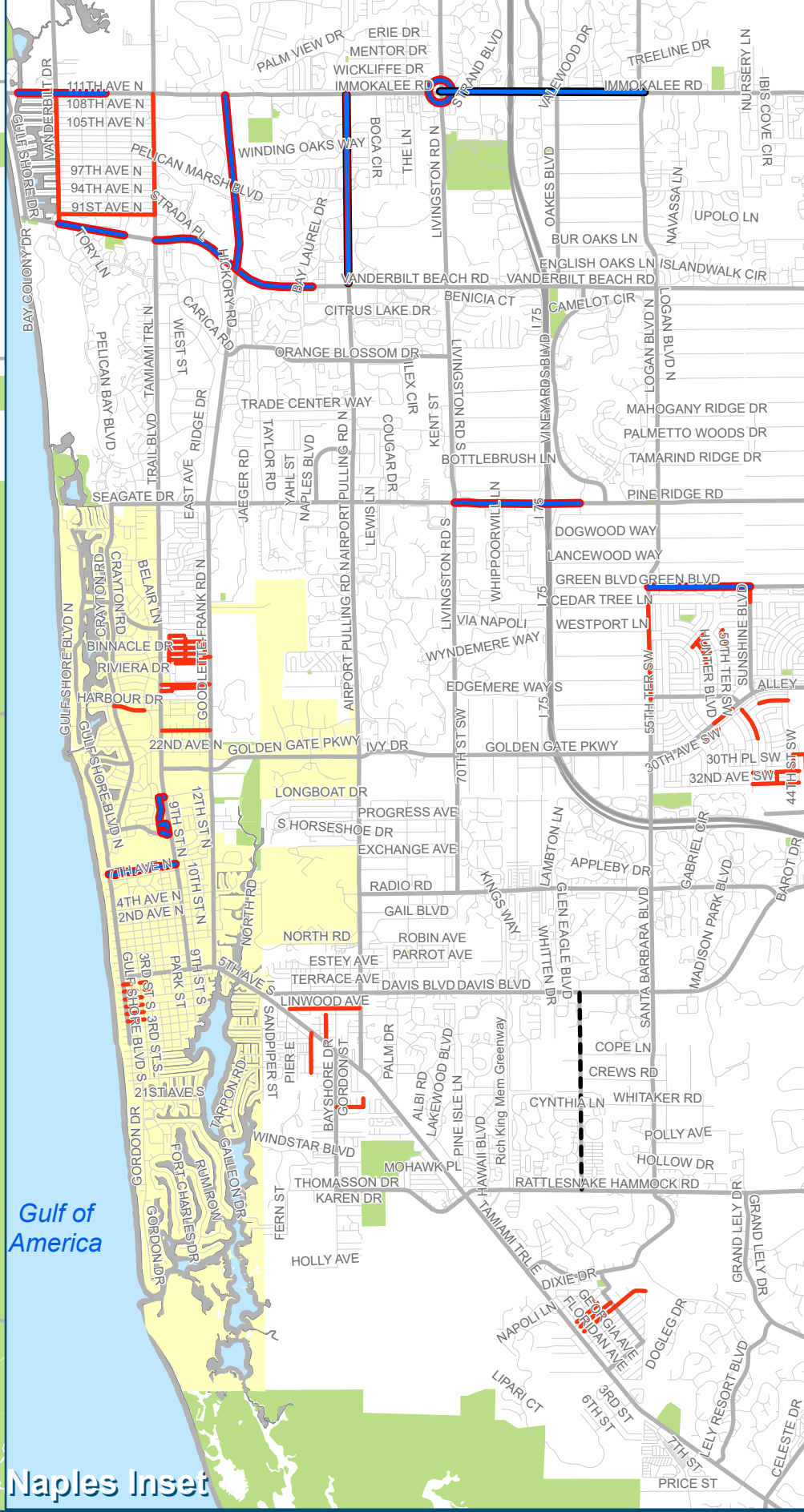
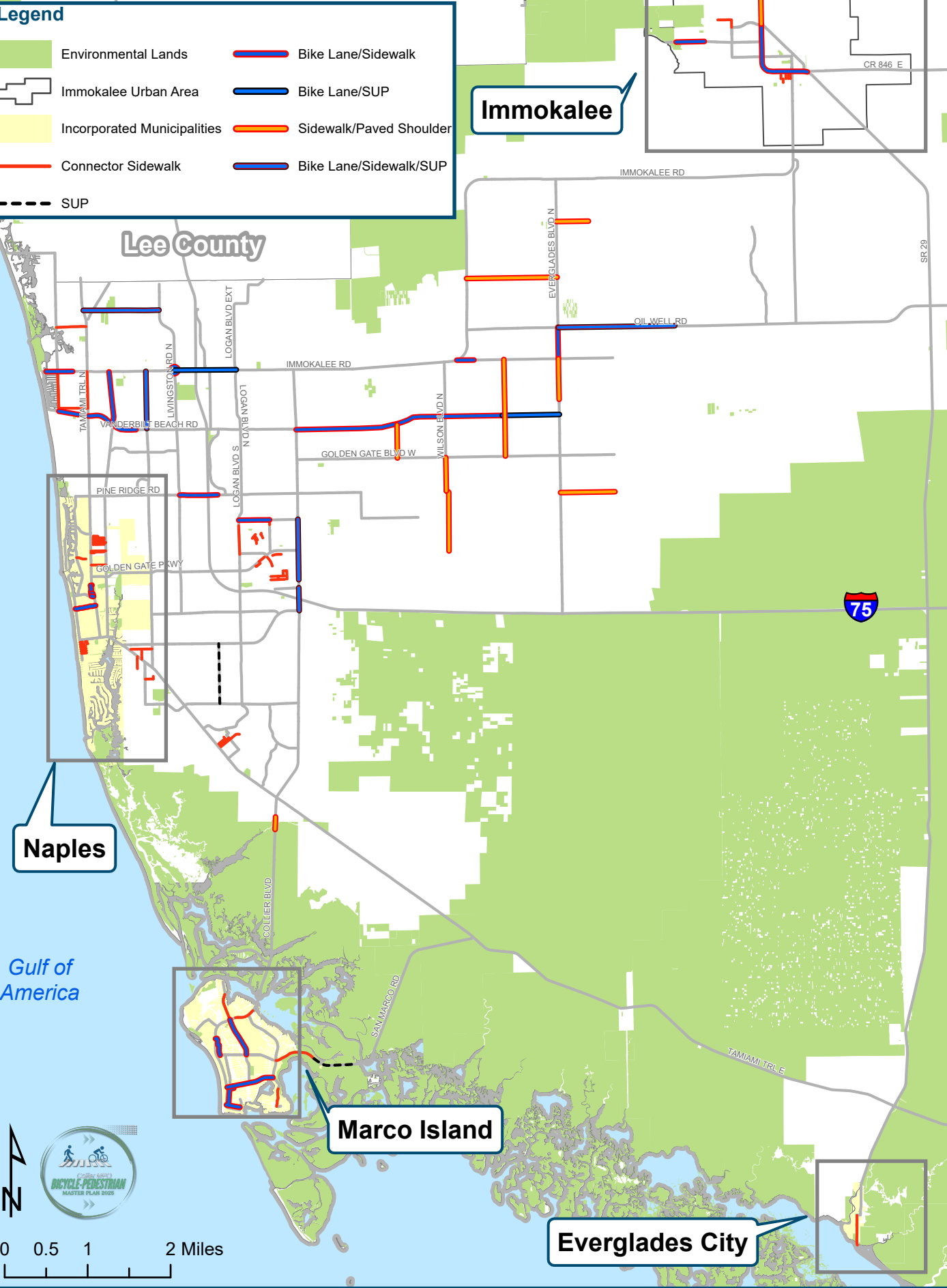




Table 6: Public-Requested Bicycle and Pedestrian Facilities with MPO Responses and Updates

Road	From	To	Distance (mi)	Facility Type	Sourced	MPO Analysis & Response
Pine Ridge Rd	Logan Blvd S	Collier Blvd	1.89	Bike Lane	Public Comment	TRIP/CIGP applications 2025
Goodlette-Frank Rd	Pine Ridge Rd	Orange Blossom Dr	1.52	Bike Lane	Public Comment	Existing facilities, high-cost improvement, consider all options if road widened in future
San Marco Rd	Goodland Dr	US-41	6.57	Bike Lane	Public Comment	Collier to Polk PD&E
SR 29	US-41	New Market Rd E	37.11	Bike Lane	Public Comment	
Vanderbilt Dr	111th Ave N	Woods Edge Pkwy	3.02	Bike Lane	Public Comment	Existing facilities: shoulders and SUP on west side; Will consider all options if the road is widened in the future
Logan Blvd	Immokalee Rd	Lee County Line	3.75	Bike Lane	Public Comment	Existing facilities, high-cost improvement, low priority, will consider all options if the road is widened in the future
Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	2.21	Bike Lane	Public Comment	
Santa Barbara Blvd	Coronado Pkwy	Green Blvd	1.13	Bike Lane	Public Comment	TRIP/CIGP applications 2025
Logan Blvd N	Green Blvd	Pine Ridge Rd	0.89	Bike Lane	Public Comment	Existing facilities, high-cost improvement, consider all options if the road is widened in the future

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Livingston Rd	Radio Rd	Pine Ridge Rd	3.99	Bike Lane	Public Comment	Livingston FPL Easement PDE
Oil Well Rd	Everglades Blvd	Oil Well Grade Rd	3.91	Bike Lane	Public Comment	B/P improvements included in County road widening project
S Collier Blvd	San Marco Rd	Swallow Ave	2.32	Bike Lane	Public Comment	Refer to Marco Island Section
Swallow Ave	S Collier Blvd	Collier Ct	0.48	Bike Lane	Public Comment	
Seagrape Dr	Swallow Ave	Cul-de-Sac	0.77	Bike Lane	Public Comment	
Bald Eagle Dr	N Collier Blvd	San Marco Rd	1.32	Bike Lane	Public Comment	
Manatee Rd	Collier Blvd	US-41	1.48	Bike Lane	Public Comment	Included in FDOT project (deferred); & Collier to Polk Trail PDE
Pine Ridge Rd	US-41	Logan Blvd S	5.14	Bike Lane	Public Comment	B/P improvements included in County road widening project.
Vanderbilt Beach Rd	Gulfshore Dr	Vanderbilt Dr	0.35	Bike Lane	Public Comment	Wider SUP in DTWP FY26-30
Collier Blvd	City Gate Blvd	Golden Gate Blvd	1.1	Bike Lane	Public Comment	B/P facilities included in County road widening project
Collier Blvd	Golden Gate Blvd	Green Blvd	1.05	Bike Lane	Public Comment	B/P facilities included in County road widening project
Vanderbilt Dr	Vanderbilt Beach Rd	Bluebill Ave	1.34	Bike Lane	Public Comment	SW on east side in DTWP FY26-30
Green Blvd	Logan Blvd S	Collier Blvd	2	Bike Lane	Public Comment	Consider all options for future road widening
Orange Blossom	Goodlette-Frank Rd N	Airport-Pulling Rd N	1.36	Bike Lane	Public Comment	Cost prohibitive and unlikely to gain public support if addition requires widening road



Old US-41	US-41	Lee County Line	1.55	Bike Lane, SUP	Public Comment	Included in FDOT PDE & BERT ROW acquisition as part of SUN Trail Network
95th Ave	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	New sidewalks in Naples Park remain controversial; lack broad public support
101st Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
100th Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
97th Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
96th Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
94th Ave N	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	
93rd Ave N	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	
92nd Ave N	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	
102nd Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	
103rd Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	
104th Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	



107th Ave N	Vanderbilt Dr	US-41	1.02	Sidewalk	Public Comment	
110th Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	
US-41	San Marco Rd	Newport Dr	5.68	SUP	Public Comment	B/P safety improvements added to BPMP; MPO policy does not support SUP.
Collier Blvd	Mainsail Dr	Manatee Rd	3.46	SUP	Public Comment	Collier to Polk Trail PD&E
Mercantile Ave	Livingston Rd	Industrial Blvd	0.39	SUP	Public Comment	Shared/low-speed road indicates SUP not needed; SUP is cost-prohibitive, lacks available ROW, and signage installation is a feasible alternative.
Industrial Blvd	Mercantile Ave	Enterprise Ave	0.39	Shared/Low Speed	Public Comment	
Enterprise Ave	Industrial Blvd	Airport-Pulling Rd N	0.49	Shared/Low Speed	Public Comment	
Corporate Flight Dr	Airport-Pulling Rd N	End	0.73	SUP	Public Comment	Refer to Naples
SUP along Corporate Flight Drive	Corporate Flight Dr	Gordon River Greenway	0.24	SUP	Public Comment	
North of Wiggins Pass	Tarpon Cove	Gateway Shoppes North	0.16	Sidewalk	Public Comment	The need is clear. But it may not be financially feasible.
Agusta Blvd	Rattlesnake Hammock Rd	Gage Ln	0.04	Sidewalk	Public Comment	



Identified Facilities Through Gap Analysis

The first grouping of identified facilities in the table below involves collector and arterial roadways—major corridors that connect multiple communities and support higher traffic volumes. This includes regionally identified facilities that serve as key connectors within the broader transportation network.

The second grouping includes residential streets that were identified as potential opportunities for bicycle and pedestrian improvements due to their proximity to schools, parks, and areas with higher reliance on public transportation. These locations offer opportunities to improve access to community destinations and enhance connectivity for pedestrians and bicyclists where implementation may be more feasible.

The third grouping includes segments located near or within a 0.75-mile radius of transit-dependent areas. These gaps were identified by mapping the influence areas around transit-dependent populations and evaluating the proximity of those areas to existing public bus stops. Segments were considered gaps if they lacked any existing bicycle or pedestrian facilities, or if the only facility present was a minimal paved shoulder.

In addition to the identified facilities in the table below for local roads in unincorporated Collier County, the local road needs assessment conducted as part of the 2019 Bicycle and Pedestrian Master Plan remains eligible for consideration and is included in **Appendix C**.

Table 7: Identified Facilities on Collector & Arterial Roadways through Gap Analysis

Road	From	To	Distance (mi)	Facility Type	Sourced
Everglades Blvd N	Oil Well Rd	Immokalee Rd	5	No Bike/Ped Facility	Gap Analysis
Oil Grade Rd	Oil Well Rd	Immokalee Rd	5.6	No Bike/Ped Facility	Gap Analysis
Camp Keais Rd	Oil Well Rd	Pacific Grade Rd	1.5	No Bike/Ped Facility	Gap Analysis
Oil Well Rd	Pacific Grade Rd	SR-29	3.7	No Bike/Ped Facility	Gap Analysis
Everglades Blvd N	14th Ave NE	Golden Gate Blvd E	1.8	No Bike/Ped Facility	Gap Analysis
E Main St	New Market Rd E	Lake Trafford Rd	2.28	No Bike/Ped Facility	CAC Comment



Table 8: Regional Trail Connectivity Identified Facilities by Gap Analysis & Public Comment

Road	From	To	Distance (mi)	Facility Type	Sourced
SUP along Corporate Flight Drive	Corporate Flight Drive	Gordan River Greenway	0.2	SUP	Public Comment & Connects Gordon River/Rich King Greenways
Rich King Greenway Extension FPL easement	North of Radio Rd	Livingston Rd	1.3	SUP	Public Comment & Connects Gordon River/Rich King Greenways
Mercantile Ave	Livingston Rd	Industrial Blvd	0.4	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Industrial Blvd	Mercantile Ave	Enterprise Ave	0.4	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Enterprise Ave	Industrial Blvd	Airport-Pulling Rd N	0.5	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Corporate Flight Dr	Airport-Pulling Rd	End of paved road	0.7	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Collier Blvd	Mainsail Dr	Manatee Rd	3.5	SUP	Public Comment & Collier to Polk Trail Segment



Bonita Beach Rd	Old US-41	Bonita Beach in Lee County and Barefoot Beach in Collier County	4.1	Sidewalks only	Gap Analysis Gulf Coast Trail
US-41	San Marco Rd	SR/CR-29	52.0	Buffered bike lanes	Gap Analysis
San Marco Rd	Goodland Dr	US-41	6.5	No Bike/Ped Facility	Public Comment & Gap Analysis Collier to Polk Trail
SUP along Corporate Flight Dr	Corporate Flight Dr	River Reach Dr	0.25	SUP	CAC Comment

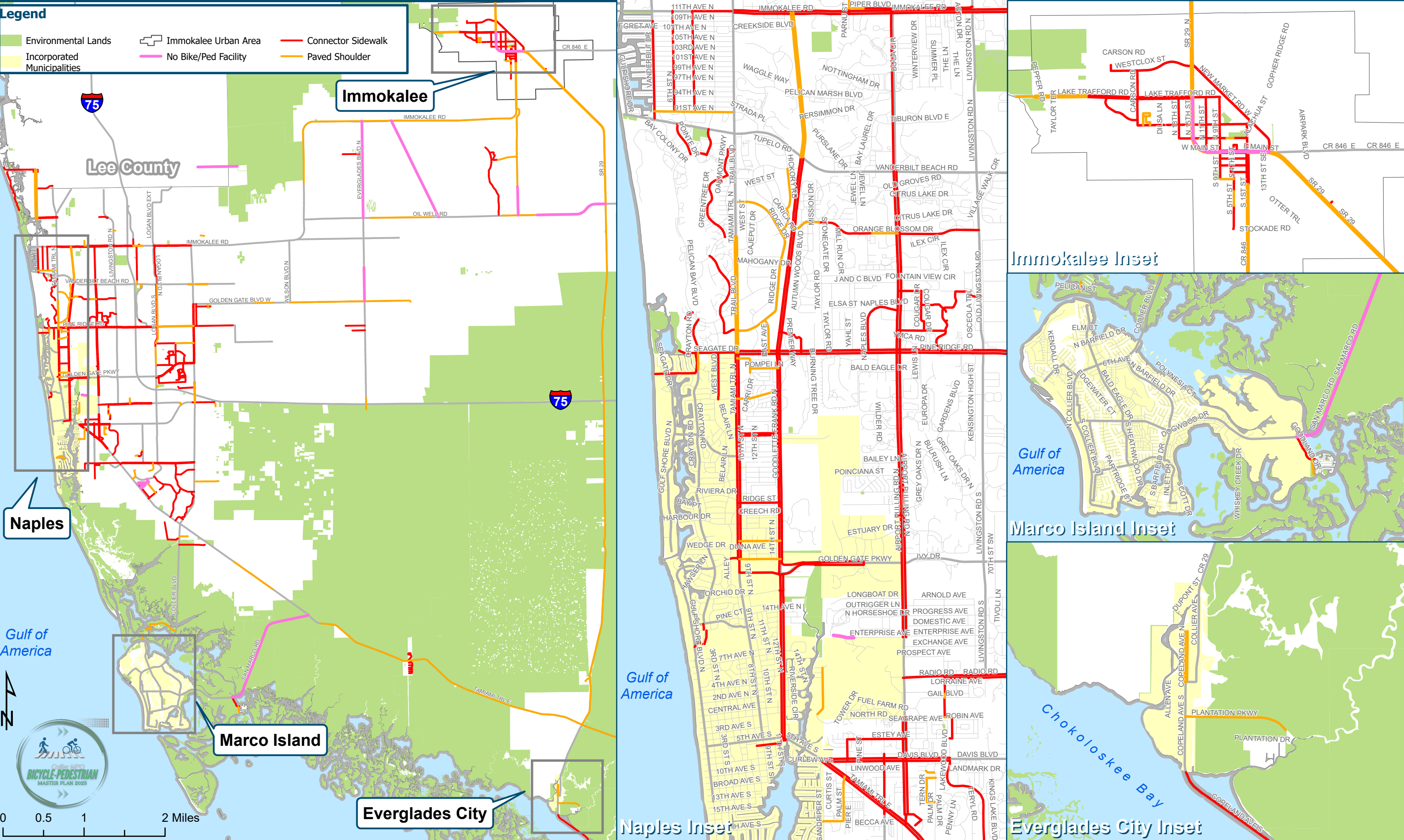
Table 9: Identified Facilities on Local (residential) Streets Through Gap Analysis

Road	From	To	Distance (mi)	Facility Type	Sourced
Confederate Dr	US-41	McCarty St	0.4	No Bike/Ped Facility	Gap Analysis
Alabama Ave	McCarty St	Warren St	0.1	No Bike/Ped Facility	Gap Analysis
Warren St	Floridian Ave	Alabama Ave	0.3	No Bike/Ped Facility	Gap Analysis
Warren St	Carolina Ave	St Andrews Blvd	0.3	No Bike/Ped Facility	Gap Analysis
McCarty St	Floridian Ave	Carolina Ave	0.4	No Bike/Ped Facility	Gap Analysis
Dixie Dr	Confederate Dr	Carolina Ave	0.5	No Bike/Ped Facility	Gap Analysis

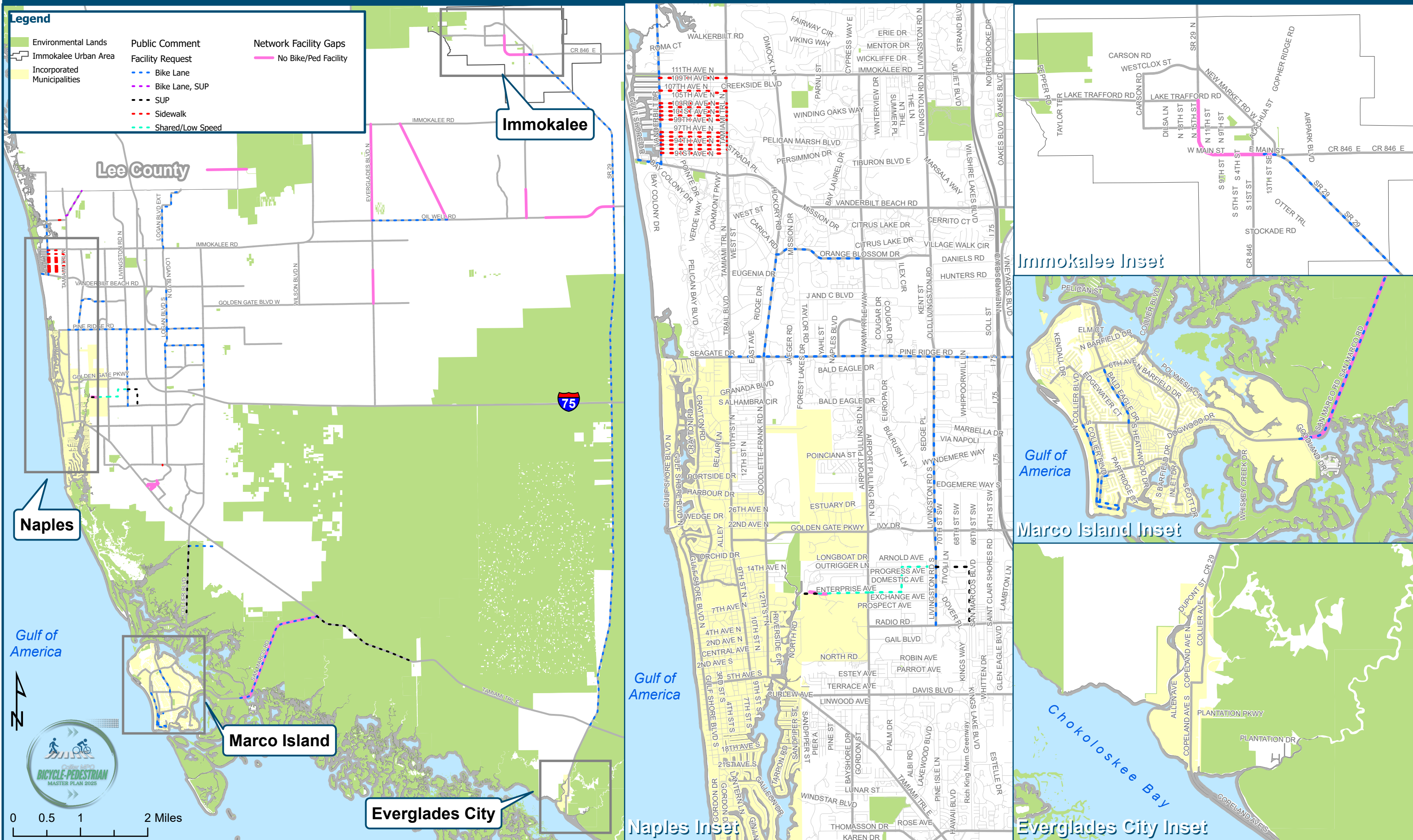
Identified Network Gaps Near Transit-Dependent Areas (0.75-Mile Radius)					
Road	From	To	Distance (mi)	Facility Type	Notes
Taylor Ter	Lake Trafford Rd	Miraham Dr	0.19	No Bike/Ped Facility	Sidewalk Need
Miraham Dr	Taylor Ter	Miraham Ter	0.36	No Bike/Ped Facility	Sidewalk Need



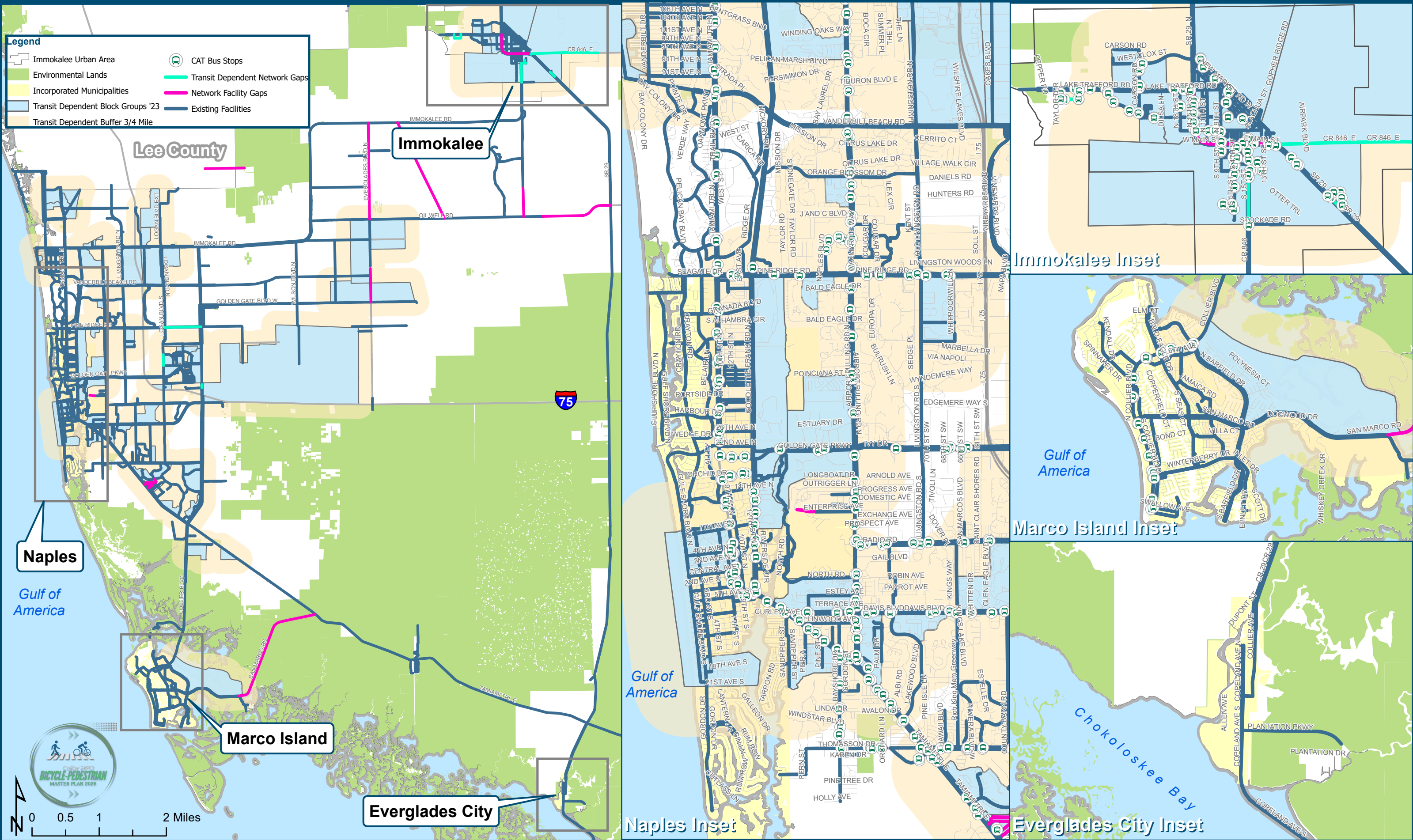
Miraham Ter	Miraham Dr	Lake Trafford Rd	0.19	No Bike/Ped Facility	Sidewalk Need
CR 846	E Main St	Dupree Rd	3.51	No Bike/Ped Facility	Sidewalk Need
S 1st St	Carver Ave	School Rd	0.16	Paved Shoulder Only	Sidewalk Need
S 1st St	School Rd	Bethune Dr	0.25	Paved Shoulder Only	Sidewalk Need
S 1st St	Bethune Dr	Stockade Rd	0.5	Paved Shoulder Only	Sidewalk Need
SR 29	Farm Worker Way	Agriculture Way	0.33	Paved Shoulder Only	Sidewalk Need
Eustis Ave E	S 1st St	School Dr	0.25	No Bike/Ped Facility	Sidewalk Need
Jones St	Eustis Ave E	E Delaware Ave	0.15	No Bike/Ped Facility	Sidewalk Need
Collier Blvd	City Gate Dr	City Gate Blvd N	0.17	Paved Shoulder Only	Sidewalk Need
Santa Barbara Blvd	Coronado Pkwy	Hunter Blvd	0.58	Paved Shoulder Only	Sidewalk Need (East Side)
Pine Ridge Rd	Logan Blvd S	Collier Blvd	1.89	Paved Shoulder Only	Sidewalk or Bike Lane Needed. This segment has transit stops at both ends, but residents along it have no safe way to access them—only a paved shoulder is available.



Bicycle & Pedestrian Master Plan



Bicycle & Pedestrian Master Plan





Priority Projects

Unincorporated Collier County

Collier county submits projects for the MPO funding identified through various sources: the needs identified in this plan, CRA Master Plans, Walkability Studies, other community master plans, and the Regional SUN Trail Network, all of which are adopted by reference in this plan. These projects focus on closing the remaining gaps in the network, prioritizing key corridors, underserved communities, and locations with safety concerns. By prioritizing these initiatives, Collier County aims to create a more connected, equitable, and sustainable transportation system that accommodates the growing needs of cyclists and pedestrians across the region.

Collier MPO's member governments include the cities of Naples, Marco Island and Everglades City, each with its own master plan outlining prioritized projects to guide future development and infrastructure improvements. Below is an overview of these municipalities and their key initiatives.

City of Naples

The City of Naples' 2022 Master Plan focuses on improving traffic safety and access for bicyclists and pedestrians. It also aims to maintain safe and connected parks and open spaces while supporting the mobility and recreation needs of both residents and visitors. **Figure 9** highlights selected maps of the existing bicycle network; additional details can be found in the City of Naples Master Plan.

Priority Projects for the City of Naples:

- **Closing Network Gaps:** Installing sidewalks, bike lanes, and shared-use paths in priority areas like Downtown Naples, Gulf Shore Blvd N, and Crayton Rd to create a continuous network.
- **Addressing Crash Hotspots:** Improving safety at high-incident locations such as U.S. 41 near 5th Ave S and Goodlette-Frank Rd, and Crayton Rd intersections with high-visibility crosswalks, raised crosswalks, and pedestrian beacons.
- **Enhancing Multi-Use Trails:** Upgrading trails like the Gordon River Greenway and connections to Naples Pier with better lighting, pavement, and access.
- **Bicycle Safety:** Enhancing bike lanes with green boxes, adding bike detection and incorporating bike lanes where feasible
- **Traffic Calming:** Implementing speed humps, raised intersections, and roundabouts to improve neighborhood safety.
- **Connectivity to Schools and Parks:** Improving pedestrian and bicycle access to key locations like Fleischmann Park, Lowdermilk Park, and Naples High School.
- **Intersection Upgrades:** Increasing safety with communication to intersections were deficient. Improving visibility and ADA compliance at intersections

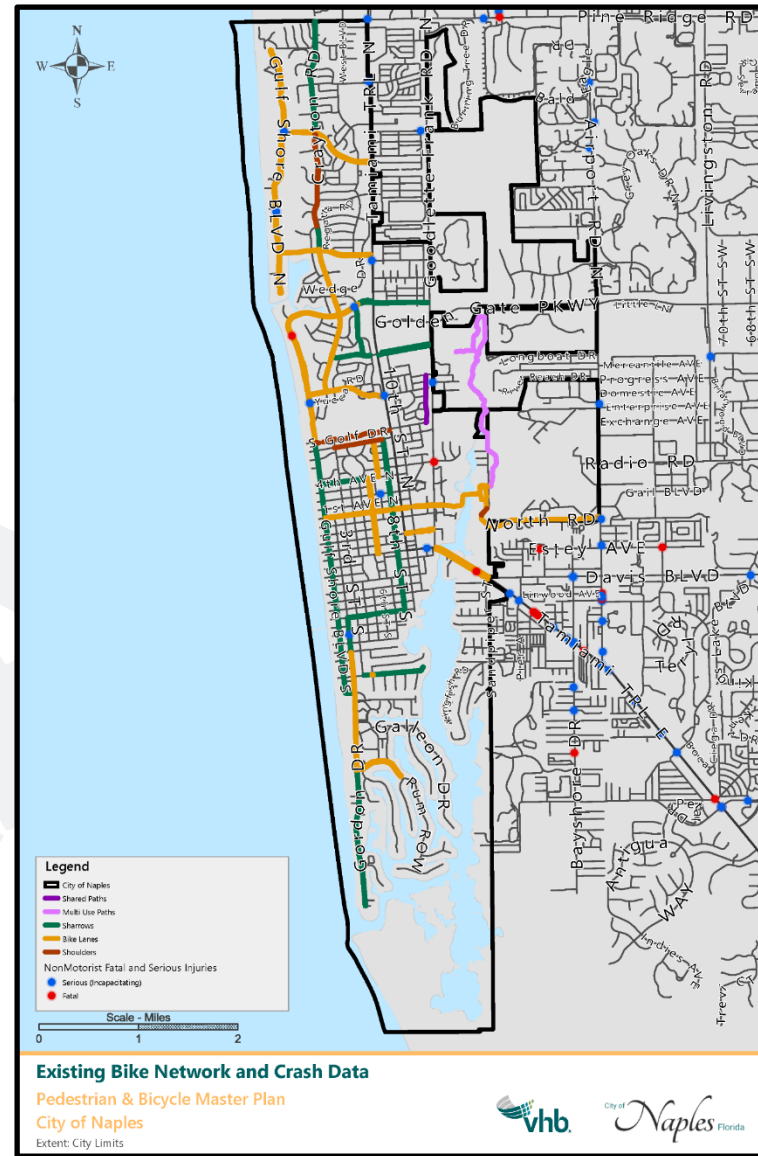


Figure 9: Maps of the Existing Bike Network from the City of Naples Bicycle-Pedestrian Master Plan



City of Marco Island

Marco Island is focused on enhancing its multimodal infrastructure to support a safe, connected, and sustainable network. As shown in **Figure 10**, priority projects have been identified to expand bike lanes, shared use paths, and other key transportation routes. These projects aim to improve connectivity across the island, close existing network gaps, and promote a more accessible environment for pedestrians and cyclists. Below are the key projects that are either funded or in the planning stages, reflecting ongoing efforts to improve transportation infrastructure.

Existing Bike Lanes:

Designated bike lanes currently exist along key corridors including San Marco Road, South Collier Boulevard, and Winterberry Drive. These routes provide critical local and regional connectivity for bicyclists.

Existing Shared Paths:

Shared-use paths are in place on multiple roadways, such as along North Collier Boulevard, providing multimodal access for pedestrians and cyclists and contributing to a safe and connected network.

Planned and Programmed Improvements

Programmed Funded Facilities:

- **Bald Eagle Drive:** Funded for construction in FY 2026/2027, this project will provide new bike lanes, enhancing connectivity between North Collier Boulevard and San Marco Road.
- **Seagrape Drive, Swallow Avenue, and Castaways Street:** These corridors are funded for bike lane installations, scheduled for construction by FY 2025. These improvements will enhance safety and close existing network gaps in southern Marco Island.
- **Sandhill Street (Leland Way to Winterberry Drive):** A shared-use path is programmed and funded for FY 2025, improving multimodal connectivity in the central portion of the island.

Programmed Unfunded Facility:

- **Elkam Circle Loop:** This future priority segment, connected to North Collier Boulevard and North Barfield Drive, remains unprogrammed currently but is recognized as an important extension of the island's multimodal network. It is planned for completion by FY 2030.

Implementation Timeline

The City of Marco Island continues to implement a phased approach to multimodal infrastructure improvements. Projects are scheduled across FY 2025, FY 2027, and a longer-term target year of FY 2030. The city currently has one shared path project that remains unfunded, while additional programming is on hold until all active projects receive full construction funding. This strategy ensures that available resources are prioritized for the most impactful and near-term improvements.



Figure 10: Marco Island Bike and Shared Path Master Plan



Everglades City

Everglades City has made significant strides in enhancing its transportation infrastructure for pedestrians and cyclists, starting with the adoption of its first Bicycle and Pedestrian Master Plan in 2022. A major milestone in the city's efforts came in 2019 when Everglades City was officially recognized as a Florida Trail Town, which further strengthened its commitment to improving non-motorized transportation options. This recognition sparked a more comprehensive effort to create a safe and well-connected network of bike lanes and pedestrian pathways throughout the city.

Priority Projects for Everglades City:

- **Everglades City Bike Lanes and Shared Paths:**
 - Expanding existing bike lanes along key corridors such as Broadway Avenue and Copeland Avenue provide safer routes for cyclists and pedestrians.
 - Development of shared-use paths to connect residential areas to the downtown district, local parks, and other key amenities.
- **Enhanced Safety Measures:**
 - Implementation of traffic calming measures, including improved crosswalks and pedestrian signals, particularly on high-traffic roads like State Road 29, to ensure the safety of vulnerable road users.
- **Connecting to Regional Networks:**
 - Developing connections to regional bicycle and pedestrian facilities, such as linking local routes to the SUN Trail Network, to allow seamless access for cyclists traveling through the area.
- **Everglades City Park Pathway:**
 - A proposed multi-use pathway around McLeod Park promotes walking and cycling while providing a safe and scenic route for local trips and recreational activities.

These efforts reflect Everglades City's ongoing dedication to building a more sustainable and accessible environment for non-motorized users. Through the implementation of its Bicycle-Pedestrian Master Plan and the recognition as a Florida Trail Town, Everglades City has laid the groundwork for future improvements that will enhance both local mobility and regional connectivity.



SUN Trail (Shared-Use Nonmotorized Trail) Network

The SUN Trail program is a statewide initiative aimed at developing a network of paved, shared-use paths for bicyclists and pedestrians across Florida, as shown in **Figure 11**, which maps the Statewide SUN Trail Network. This program seeks to promote safe, non-motorized transportation options while enhancing recreational opportunities throughout the state. The initiative connects communities, facilitates regional travel, and supports the growth of sustainable transportation networks.

Key Regional Trails Planned in Collier County: Gulf Coast Trail and Collier to Polk Trail

The Gulf Coast Trail and the Collier to Polk Trail are two pivotal components in the development of Collier County's regional bike and pedestrian infrastructure. These trails will not only serve as essential connectors within the local network but also integrate the county into broader statewide and national systems, enhancing mobility, access, and quality of life for all residents and visitors.

The Gulf Coast Trail is a crucial part of Florida's state trail network, extending along the coastline and offering a scenic and safe route for non-motorized users. As it weaves through Collier County, this trail will provide direct access to key destinations, improve connectivity within urban and rural areas, and promote sustainable transportation options. This trail is essential for fostering local tourism, encouraging outdoor recreation, and supporting economic development in the region.

The Collier to Polk Trail represents a transformative project that will connect Collier County with neighboring Polk County, offering a seamless and safe pathway for cyclists and pedestrians. This trail will bridge gaps in regional connectivity, linking communities, parks, and other critical infrastructure. Its completion is vital for encouraging cross-county travel, supporting regional tourism, and strengthening Collier County's position within Florida's statewide trail network.



Figure X Shows the planning status of major segments of the Gulf Coast Trail and the Collier to Polk Trail and demonstrates that the entire regional trail network is undergoing more detailed planning through a combination of SUN Trail funding, County and /or FDOT roadway plans.

Two potential gaps in the regional network have been identified: Bonita Beach Road West, from Old US-41 to Bonita Beach, and US-41 East, from San Marco Rd to SR-29.

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Shared-Use Nonmotorized (SUN) Trail Network Statewide Map



LEGEND

- SUN Trail Network
- Existing Trail
- Strategic Intermodal System (SIS) Facilities
- Wildlife Corridor
- Water

NOTES

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Additional trail information may be obtained by contacting your local government.

Figure 11: Statewide Map of the SUN Trail Network



Current Stage of Development

Gulf Coast Trail

Segments of the Gulf Coast Trail are currently at various stages of planning. The Lee MPO has submitted an application for discretionary grant funding to support the Bonita-Estero Rail Trail (BERT) acquisition, which is being negotiated by the Trust for Public Lands. Additionally, a PD&E study is underway for the Florida Power and Light (FPL) easement along Livingston Road. The connection between the BERT alignment and the FPL easement on Livingston Road will be facilitated by the Veterans Blvd Extension Project.

Collier to Polk Trail

FDOT is currently in the procurement phase for hiring a consultant to conduct a Project Development and Environment (PD&E) study for the Collier to Polk Trail. The PD&E phase is crucial for determining the final alignment, identifying environmental concerns, identifying priority segments eligible for the SUN Trail funding, right-of-way needs, and developing conceptual designs. The next stage will be preliminary Engineering (PE), detailed design and cost estimates prepared for priority segments, followed by Construction (CST). Funding needs will be identified at each stage and programming will occur through the MPO process, in coordination with FDOT and Collier County.

Importance of These Projects for Collier County

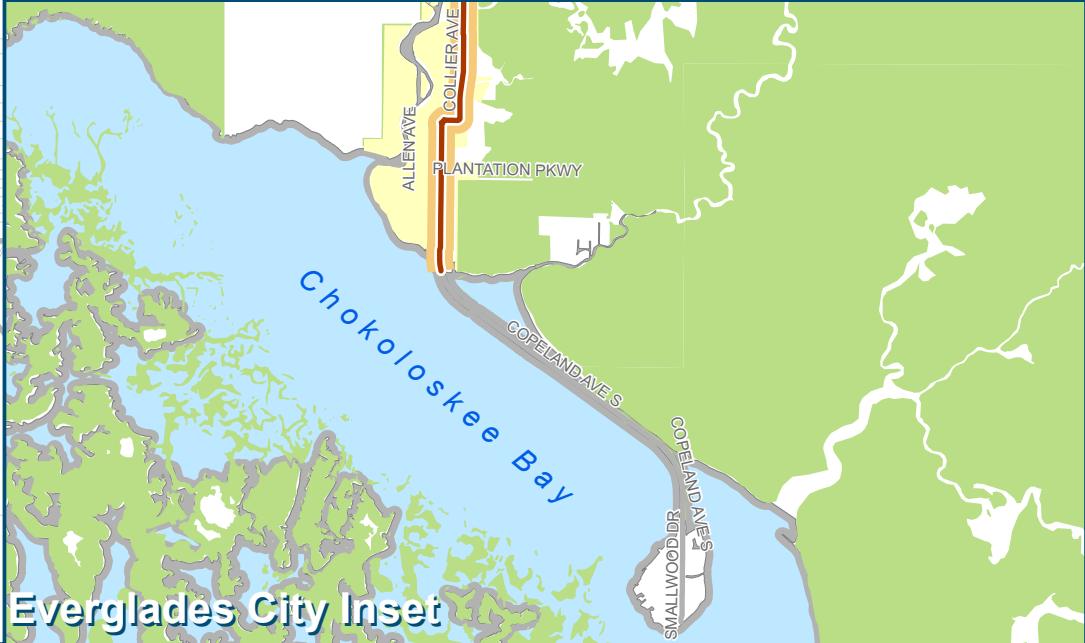
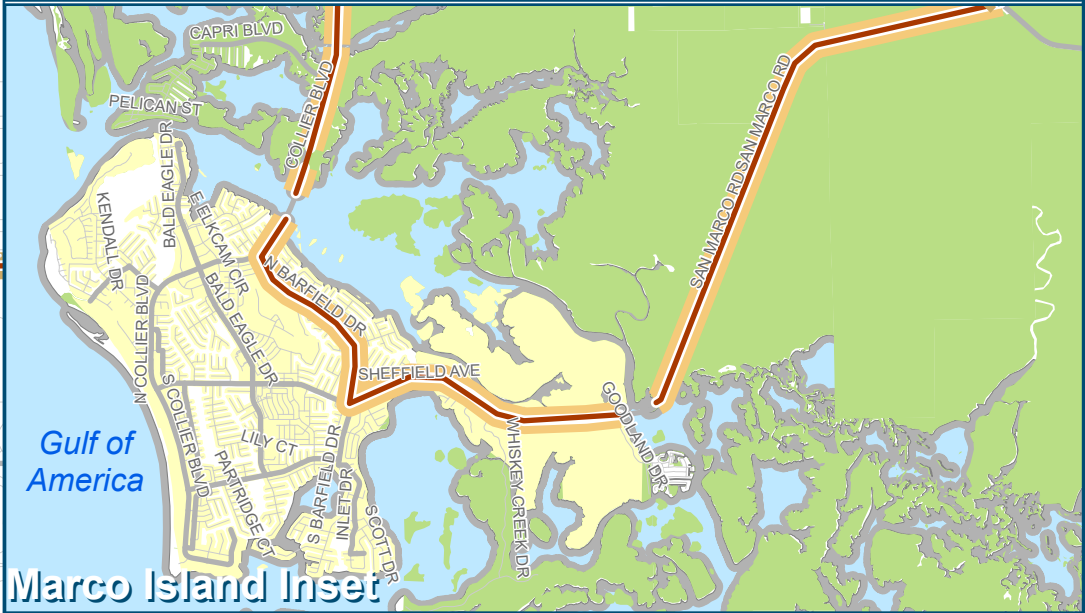
These two trails—the Gulf Coast Trail and the Collier to Polk Trail—provide a regional network of interconnected trails that is fundamental to the success of the Bicycle-Pedestrian Master Plan for Collier County. Having prioritized the development and enhancement of these trails, the Collier MPO is able to improve not only local transportation options but also to foster broader economic growth through increased tourism, outdoor recreation, and enhanced connectivity. Their completion will provide the region with more sustainable and safe travel options, ensuring a future where cycling and walking are central to daily life. These trails represent both a regional and state-wide vision for a more connected, sustainable, and healthy future, benefiting the people of Collier County for years to come.

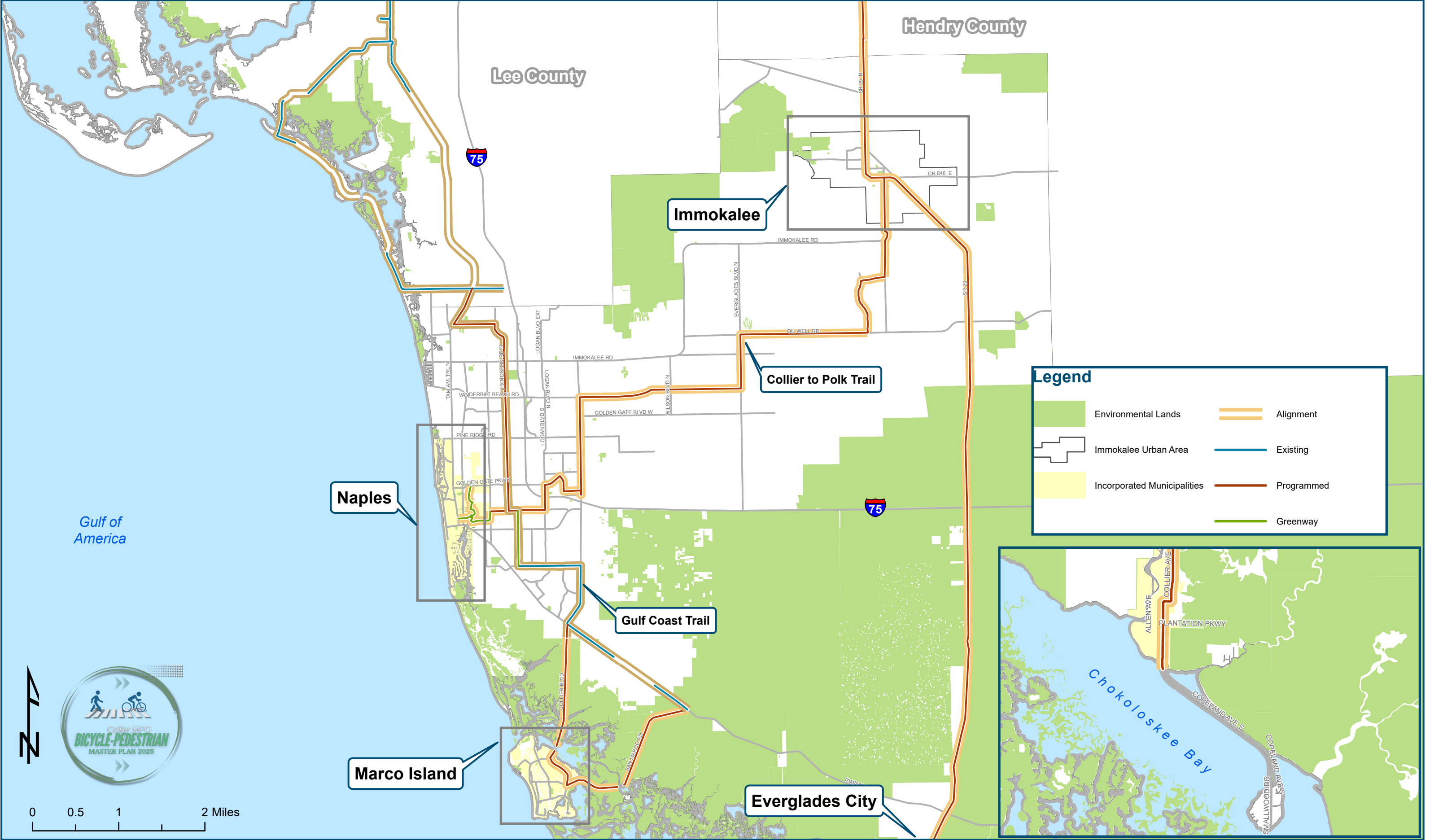
Prioritization of SUN Trail Segments

The outcome of the PD&E studies for the Collier to Polk Trail and the FPL easement on Livingston Rd will provide guidance for prioritizing future phases of segments on the MPO's SUN Trail alignment. The Bicycle and Pedestrian Advisory Committee will be instrumental in determining priorities based on the evaluation criteria in this plan.

Exhibit 8: Sun Trail Regional Network

Bicycle & Pedestrian Master Plan







Priority SUN Trail Projects in Adjoining Counties

With the **Gulf Coast Trail** and **Collier to Polk Trail** enhancing regional connectivity within Collier County, several other upcoming projects in the surrounding counties are also programmed to improve Florida's statewide trail network. These projects will contribute to broader regional and state connectivity, helping to integrate Collier County's trails with the larger SUN Trail System. Below are a few other key upcoming projects in the surrounding counties:

Florida Gulf Coast Trail

Segment: John Yarborough Linear Park & Bridge (South of Colonial Blvd to Hanson St)

FM #: 4475151

Cost: \$6.25M | Phase: Construction | Year: 2025

Collier to Polk Trail

Segment: Fort Fraser Trail Overpass at SR-60

FM #: 4406031

Cost: \$3.90M | Phase: Construction | Year: 2025

Coast to Coast Trail (C2C)

Segment: Orange County Gap Segment 2 (Hiawasse Rd to North of SR-414)

FM #: 4364331

Cost: \$8.65M | Phase: Construction | Year: 2025

Space Coast Trail

Segment: Merritt Island NWR to Kennedy Pkwy

FM #: 4370932

Cost: \$7.54M | Phase: Construction | Year: 2025

East Coast Greenway

Segment: SR-A1A (Marineland to Fort Matanzas Inlet)

FM #: 4470641

Cost: \$12.60M | Phase: Construction | Year: 2027



Collier to Polk Regional Trail Corridor Status

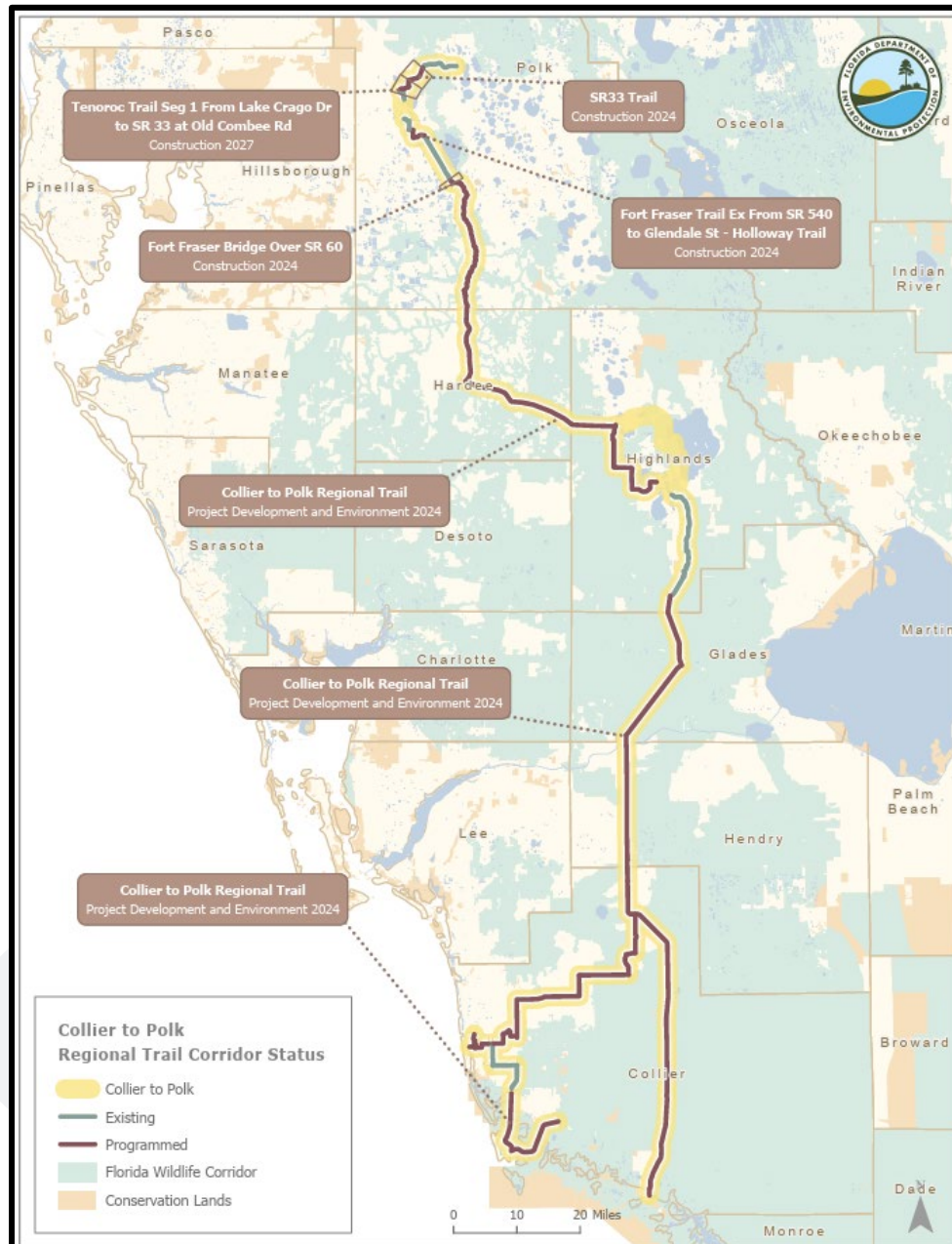


Figure 12: Collier to Polk Regional Trail Corridor Status, Source Florida Department Environmental Protection

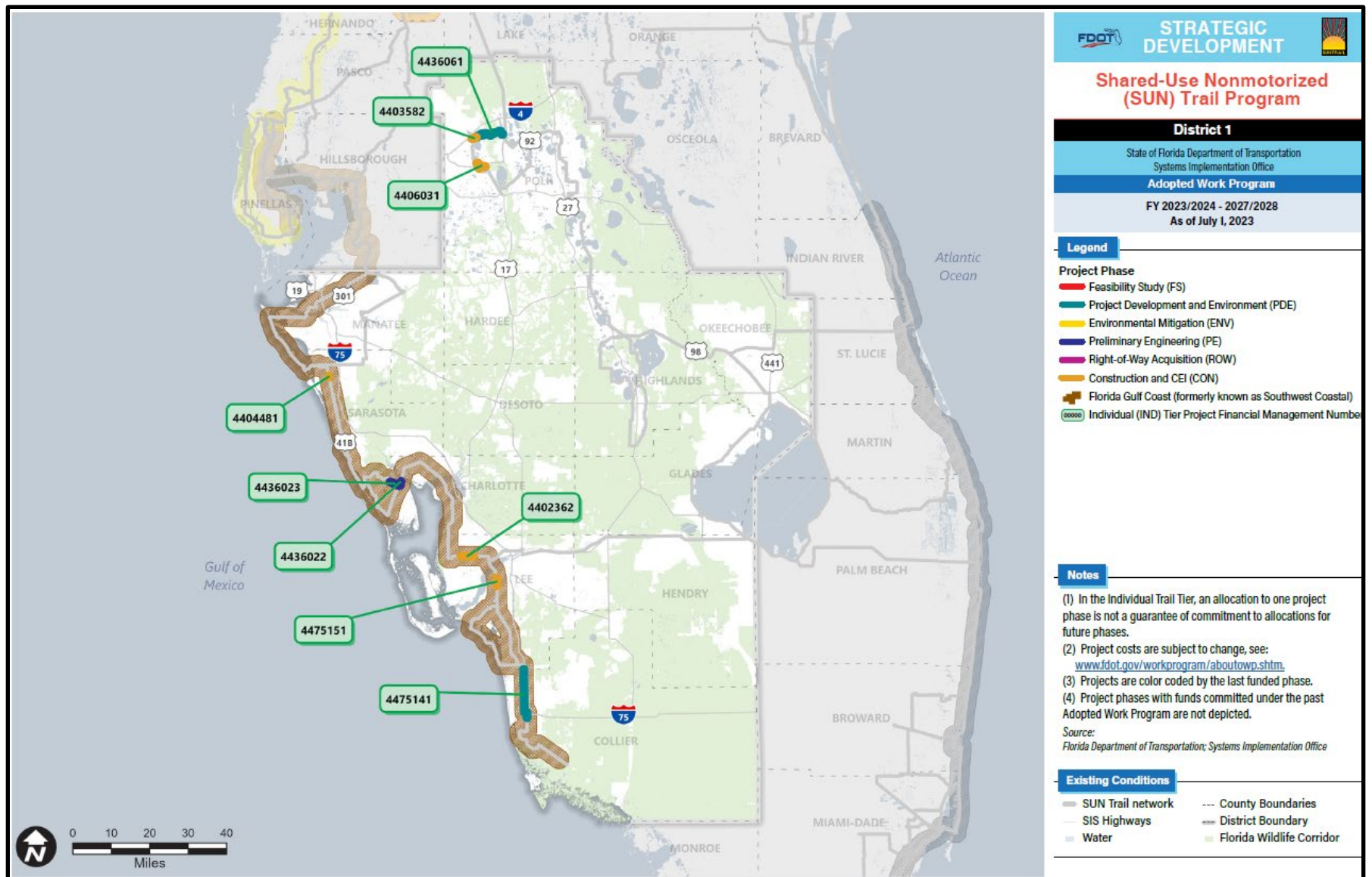


Figure 13: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4475141

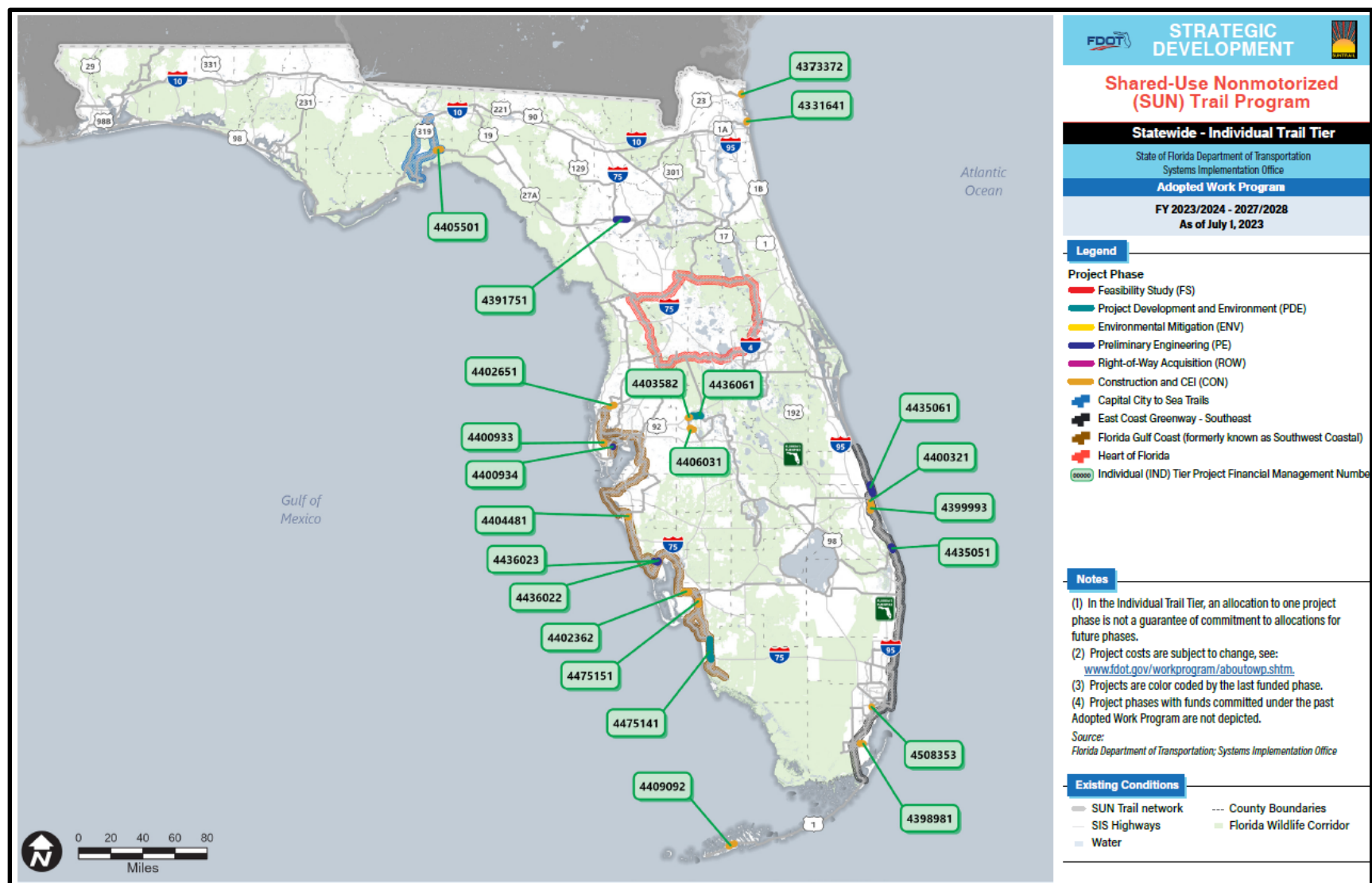


Figure 14: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4406031

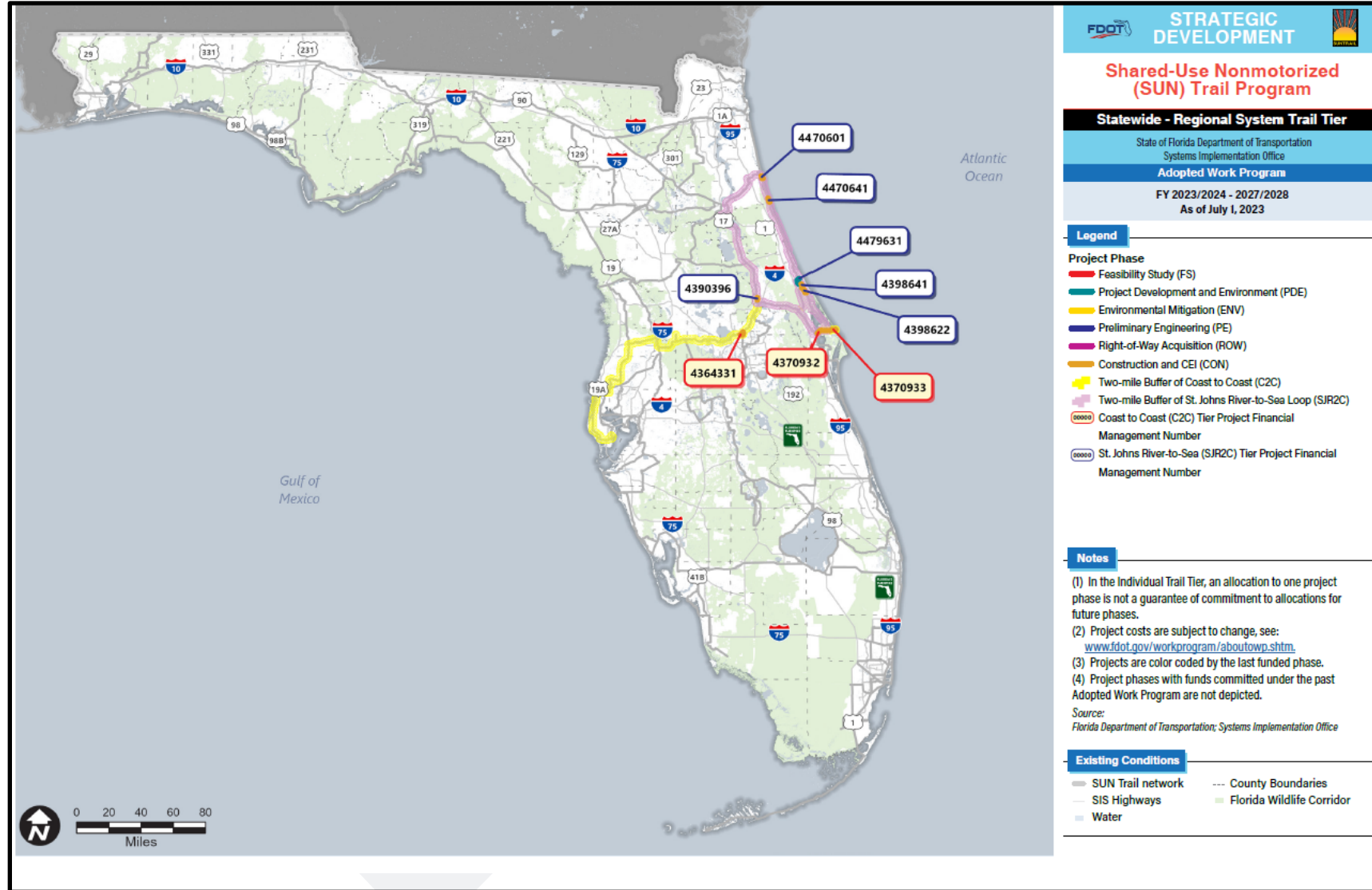


Figure 15: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4364331, 4370932 & 4470641

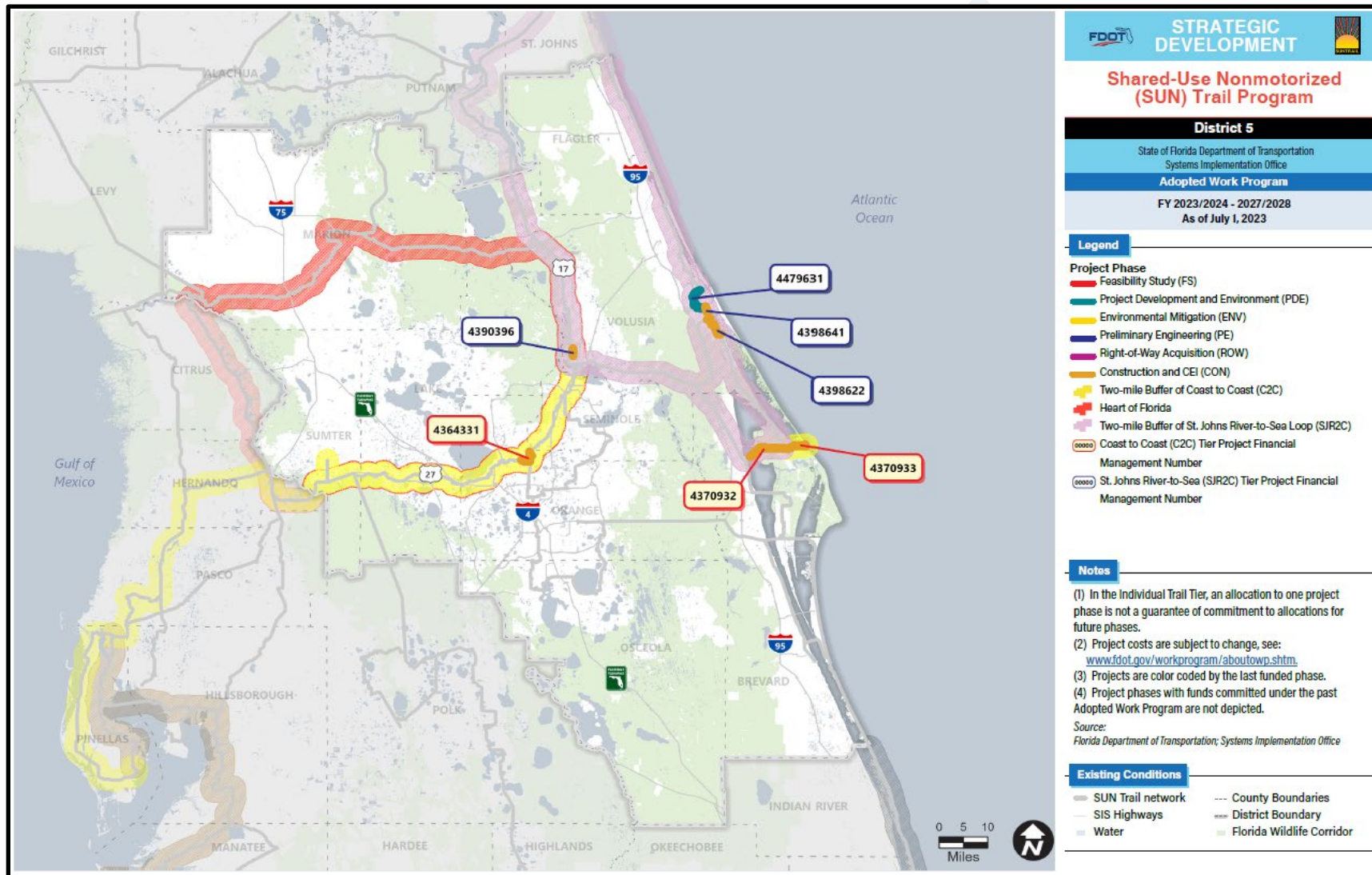


Figure 16: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4364331



SECTION 6 - DESIGN GUIDELINES FOR BICYCLE AND PEDESTRIAN FACILITIES

The Collier MPO Bicycle-Pedestrian Master Plan emphasizes designing transportation infrastructure that meets the needs of all ages and abilities. Section 6, Design Guidelines for Bicycle and Pedestrian Facilities, provides a framework for creating inclusive, safe, and functional environments that enhance mobility for everyone, from children and seniors to individuals with disabilities. These guidelines integrate universal design principles, ADA compliance, and best practices from national and state standards to ensure equitable access and improve the overall user experience.

By aligning with resources like the American Association of Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), and the Florida Department of Transportation (FDOT) design manuals (FDM), the Master Plan promotes innovative solutions such as low-stress bike lanes, shared use paths (SUPs), and accessible pedestrian crossings. These design elements aim to foster safety, comfort, and connectivity while supporting active transportation and community well-being. Through thoughtful planning and implementation, Collier County is advancing its vision of an inclusive, multimodal transportation network that prioritizes the needs of all users.

Designing for All Ages and Abilities

The 2025 Collier MPO Bicycle and Pedestrian Master Plan emphasizes the creation of inclusive transportation networks that are accessible to individuals of all ages and abilities. This commitment to accessibility is grounded in universal design principles and the requirements of the Americans with Disabilities Act (ADA). Designing for all users is not only about meeting legal standards but also about enhancing mobility for everyone, including people with disabilities, children, seniors, and individuals with other mobility challenges.

To support this inclusive vision, a key goal of the Master Plan is to design facilities that ensure safe and comfortable travel for children, seniors, and individuals with disabilities, as well as the general population. Infrastructure should incorporate elements such as shorter crossing distances at intersections, lower speed limits, and safe crossing options such as pedestrian hybrid beacons. These features reduce potential hazards and promote a safer and more accessible environment for all users.

ADA compliance remains a cornerstone of the design guidelines in the Master Plan. ADA compliant pedestrian pathways should feature continuous routes with smooth, unobstructed surfaces to accommodate wheelchairs, strollers, and walkers. Additionally, detectable warnings like textured paving and audible signals at crossings provide necessary information for individuals with visual or hearing impairments, ensuring safety in high-traffic areas.



Facilities for bicycles must also adhere to accessibility standards. For example, bike lanes should be free from obstacles, have clear markings, and be wide enough to accommodate various types of bicycles and mobility devices. For shared use paths, the Master Plan calls for a minimum width that allows for both cyclists and pedestrians to coexist comfortably, with extra attention paid to maintaining proper segregation where appropriate, so that users can safely navigate the path without conflicts.

FDOT Guidelines

The Florida Department of Transportation (FDOT) plays a pivotal role in shaping the design and implementation of bicycle and pedestrian facilities throughout the state. By adhering to FDOT's standards and initiatives, Collier County ensures that its infrastructure aligns with statewide priorities for safety, accessibility, and connectivity. FDOT's guidelines emphasize creating a multimodal transportation network that accommodates a diverse range of users while fostering sustainable growth and mobility options.

FDOT's current initiatives, such as the Complete Streets Implementation Plan, Context Classification Guide, and the Statewide Pedestrian and Bicycle Strategic Safety Plan, reinforce the commitment to safe, equitable, and context-sensitive design. These initiatives prioritize reducing pedestrian and cyclist injuries and fatalities while enhancing comfort and convenience for all users. By incorporating these principles, the Collier MPO Bicycle-Pedestrian Master Plan supports the state's vision of zero roadway fatalities through the Target Zero strategy.

Key Design Manuals

The following FDOT design manuals and resources provide the foundation for the guidelines in this plan:

- **FDOT Design Manual (FDM):** The FDM outlines comprehensive criteria for roadway and non-motorized facilities, focusing on accessibility, safety, and user experience.
- **Manual on Uniform Traffic Control Devices (MUTCD):** Used for designing pedestrian crossings, signals, and signage, ensuring national consistency.
- **Florida Greenbook:** Guides local agency designs for bicycle and pedestrian facilities, tailored to Florida-specific contexts.
- **FDOT Context Classification Guide:** Helps identify appropriate facility types based on land use, traffic volume, and user needs.
- **Florida Bicycle and Pedestrian Partnership Council Guidelines:** Provides strategic recommendations for creating connected, multimodal systems across the state.



FDOT Context Classification System

Context Classification	Description	Typical Speed Limit (mph)	Recommended Bicycle Facilities	Recommended Pedestrian Facilities
C1 (Natural)	Undeveloped areas like parks or forests	35–45	Shared-use paths to minimize environmental impact	Limited pedestrian infrastructure, with natural trail paths
C2 (Rural)	Areas with farmland or sparse development	45–55	Paved shoulders, shared-use paths alongside roadways	Sidewalks in areas with public facilities or clusters of activity
C2T (Rural Town)	Small, walkable towns with compact layouts	25–35	Bike lanes or shared-use paths connecting key town destinations	Sidewalks, mid-block crossings, and enhanced lighting
C3R (Suburban Residential)	Low-density residential neighborhoods	25–35	Bike lanes, shared-use paths for neighborhood connectivity	Continuous sidewalks, ADA-compliant crossings, pedestrian signals
C3C (Suburban Commercial)	Suburban areas with commercial hubs	35–45	Buffered bike lanes, shared-use paths for safer access to shopping	Sidewalks, crosswalks with signals, and refuge islands
C4 (Urban General)	Moderately dense areas with mixed-use development	25–40	Buffered or separated bike lanes for high-volume traffic areas	Wider sidewalks, pedestrian hybrid beacons, and mid-block crossings
C5 (Urban Center)	Dense areas with a mix of retail, offices, and housing	20–30	Separated bike lanes, bike parking, and green-painted bike lanes	Wide sidewalks, high-visibility crosswalks, and pedestrian plazas
C6 (Urban Core)	Highly urbanized downtown areas	20–25	Protected bike lanes, bike boxes, and bike-share stations	Enhanced pedestrian infrastructure, including walkable plazas and overpasses

The Florida Department of Transportation (FDOT) Context Classification System is an essential framework used to guide the design of transportation facilities that align with their surrounding environments. By



identifying the "context" of a roadway or area, planners and engineers can develop infrastructure that balances mobility, safety, and community needs, creating a transportation network that is functional, inclusive, and context sensitive.

Current FDOT Initiatives Related to Bicycle and Pedestrian Design

1. Complete Streets Implementation

FDOT's Complete Streets initiative aims to design streets that provide safe, accessible, and comfortable travel for all users, including pedestrians, bicyclists, motorists, and transit riders. This approach ensures that roads are context-sensitive and adaptable to their surrounding environment, balancing transportation needs with community development.

2. Safe Routes to School (SRTS)

This initiative promotes safer infrastructure for children traveling to and from school by walking or biking. Integrating SRTS principles into the MPO's planning enhances safety and encourages active transportation among younger populations.

3. Target Zero and Strategic Safety Plan

Target Zero prioritizes reducing traffic fatalities and serious injuries, particularly for vulnerable road users like pedestrians and cyclists. The FDOT Bicycle and Pedestrian Strategic Safety Plan outlines actionable strategies, such as intersection redesigns and speed management, which directly influence the guidelines in this plan.

4. Florida SUN Trail Network

FDOT is investing in the Shared-Use Nonmotorized (SUN) Trail Network, a statewide system of paved trails that connect communities. This initiative emphasizes the importance of regional connectivity and highlights the need for well-designed off-road facilities like shared-use paths.

Integration of FDOT Guidelines into Collier MPO Plans

Collier MPO's Bicycle-Pedestrian Master Plan leverages FDOT's guidelines and initiatives to ensure that local projects meet state and national standards while addressing unique regional needs. For example, the inclusion of context-sensitive solutions ensures that facility designs align with surrounding land use, while high-visibility bike lanes and pedestrian hybrid beacons address critical safety concerns identified in FDOT's safety initiatives.

By aligning with FDOT's comprehensive framework, the Collier MPO can deliver a transportation network that reflects the best practices in safety, accessibility, and sustainability. This partnership not only ensures



consistent design but also positions Collier County as a leader in creating walkable and bikeable communities in Florida.

Illustrated Guide to Bicycle and Pedestrian Facilities

On-Road Bicycle Facilities

Paved Shoulders

Dedicated paved areas adjacent to the travel lanes, typically 4–8 feet wide, intended to enhance safety for cyclists and pedestrians in rural and suburban settings. They provide separation from vehicles without marked bike lanes.



Audible Pavement Markings

Rumble strips or textured markings are applied along roadway edges or shoulders to produce tactile and audible feedback when crossed. While these markings serve as an important safety feature for vehicular traffic—alerting drivers when they drift toward the shoulder—they can negatively impact cyclists. The rumble strips may pose a tripping hazard and create discomfort for cyclists using the shoulder. When seeking opportunities to improve bicycle facilities, alternative improvements should be considered, such as dedicated bike lanes, if right-of-way allows.



Bike Lanes

Bicycle lanes are exclusive spaces for cyclists, marked with striping and pavement symbols, and typically range from 4 to 7 feet wide. These lanes provide a safe, designated area for cyclists, reducing conflicts with vehicles. For newly constructed roads, the standard is a 7-foot-wide bike lane with a double 6-inch white edge line for safety. On existing roads where curbs cannot be moved, the lane width depends on available pavement, with the preferred options being:



1. 7-foot buffered bike lane
2. 6-foot buffered bike lane
3. 5-foot bike lane
4. 4-foot bike lane



Buffered Bike Lanes

Bike lanes are enhanced with a marked buffer zone (1–3 feet wide) to separate cyclists from moving vehicles or parked cars, improving safety and comfort.



Separated Bike Lanes

Physically protected lanes for bicyclists, using barriers, raised curbs, or parked vehicles to provide complete separation from motorized traffic. These are ideal for high-speed or high-volume roadways.



High-Visibility Bike Lanes

Bike lanes are accommodated with bright, durable pavement markings (e.g., green) to increase awareness and visibility for motorists and cyclists at potential conflict points, such as intersections or driveways.



Advisory Bike Lanes

Dashed-edge bike lanes are used on narrow, low-volume roads where vehicles and bicycles share space. Drivers may encroach into the lanes when cyclists are not present but must yield to bicycles.





Advisory Shoulders

Shared, visually marked areas on road edges where pedestrians and cyclists travel. Vehicles may encroach but must yield, typically on roads without curbs.



Two-Stage Queue Boxes

Designated waiting areas at signalized intersections for bicyclists making multi-leg or left turns. These boxes improve turning safety and reduce conflicts by keeping cyclists visible to drivers.



Off-Road Bicycle & Shared Use Facilities on Independent Rights-of-Way

Shared Use Paths (including Side Paths)

Shared use paths, including side paths, are paved pathways for cyclists and pedestrians, typically 8 to 14 feet wide. They can run independently of roadways or parallel to them, separated by buffers like landscaping, curbs, or fencing for safety. Wider than sidewalks, they accommodate higher-speed users like cyclists while supporting pedestrians. Shared use paths are ideal for recreation and commuting, especially where on-road bike facilities aren't feasible due to limited space or high-speed traffic.





Pedestrian Crossings on Major Roadways

Pedestrian Hybrid Beacon (PHB)

A pedestrian-activated traffic control device featuring flashing yellow lights, steady red signals, and a walk indication. PHBs stop vehicular traffic on high-speed or high-volume roads, providing a controlled crossing for pedestrians.



Rectangular Rapid Flashing Beacon (RRFB)

Flashing lights activated by pedestrians at unsignalized crossings. These beacons increase driver awareness and compliance at mid-block or high-speed crossings without requiring a traffic signal.



Mid-Block Crosswalks

Marked crossings positioned between intersections to provide safe pedestrian access on long road segments. These crossings may include signals, lighting, or raised platforms to improve visibility and safety.



Overpasses and Underpasses

Grade-separated crossings allow pedestrians and cyclists to cross major roadways or obstacles without conflicting with vehicle traffic. Overpasses are elevated bridges, while underpasses are tunnels beneath the road.





Wayfinding

A coordinated system of signage and markings designed to guide cyclists and pedestrians through a network. Wayfinding elements indicate destinations, distances, and connections to promote ease of navigation and route selection. This technical framework aligns with national and local design standards, ensuring that infrastructure is safe, accessible, and supportive of diverse transportation needs.



Illustrative Cross Sections

The guide below illustrates recommended bicycle and pedestrian facilities for Collier County roadways with speed limits of 40 mph or higher. These typical sections emphasize design features aimed at improving safety and accessibility, contributing to a more connected and user-friendly non-motorized network.

Two-Lane Rural Section

At a minimum, paved shoulders can be provided. Ideally, bike lanes should be implemented, with options for added safety features such as audible pavement markings or buffer zones utilizing various protective elements.

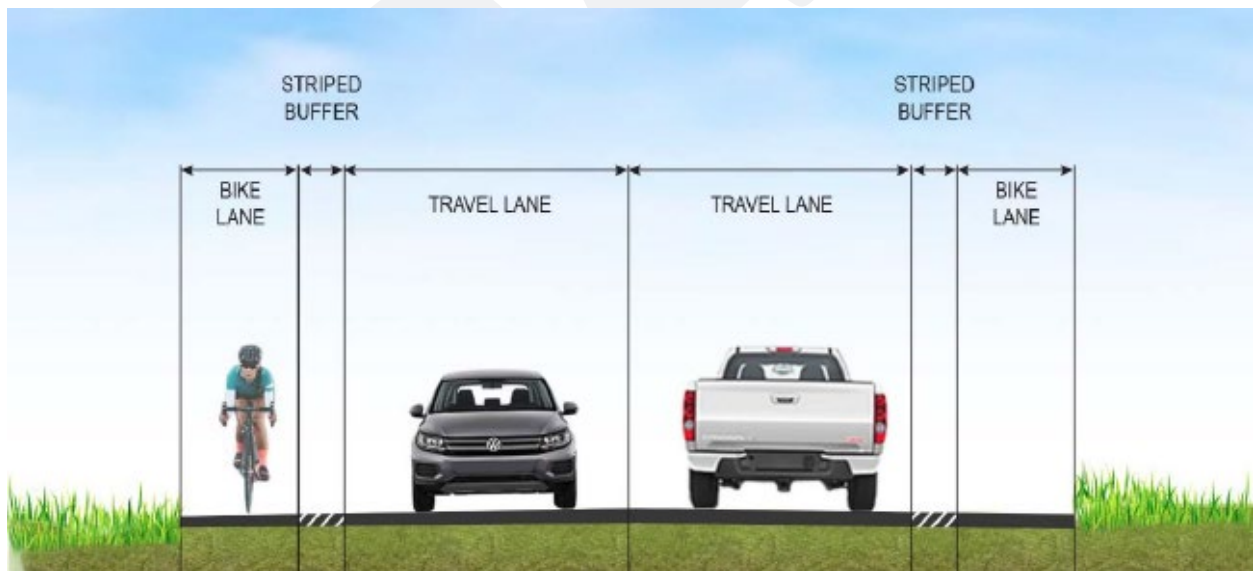


Figure 17: Two-Lane Rural Section Featuring Bike Lanes



Multi-Lane Urban Section

At a minimum, sidewalks should be included, with the preferred option being shared-use paths and protected bike lanes on both sides of the roadway.

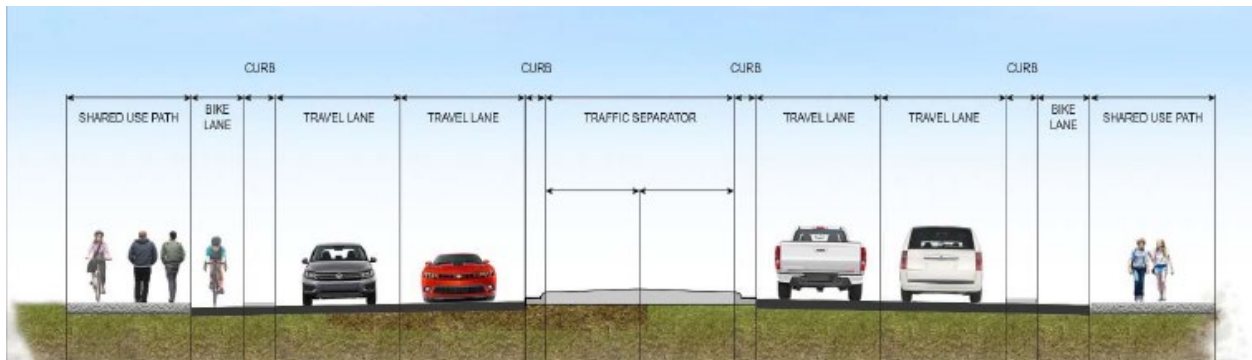


Figure 18: Urban Section with Shared-Use Path and Bike Lanes

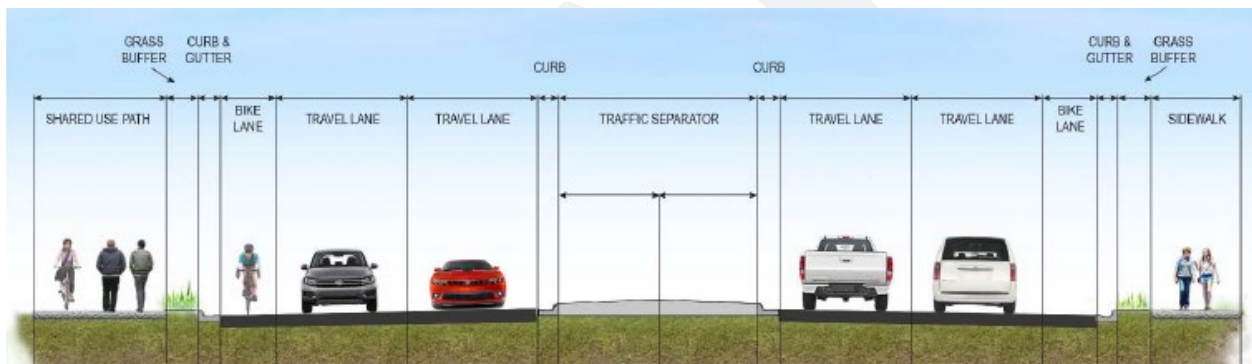


Figure 19: Urban Section with Shared-Use Path, Sidewalk, and Bike Lanes on Both Sides

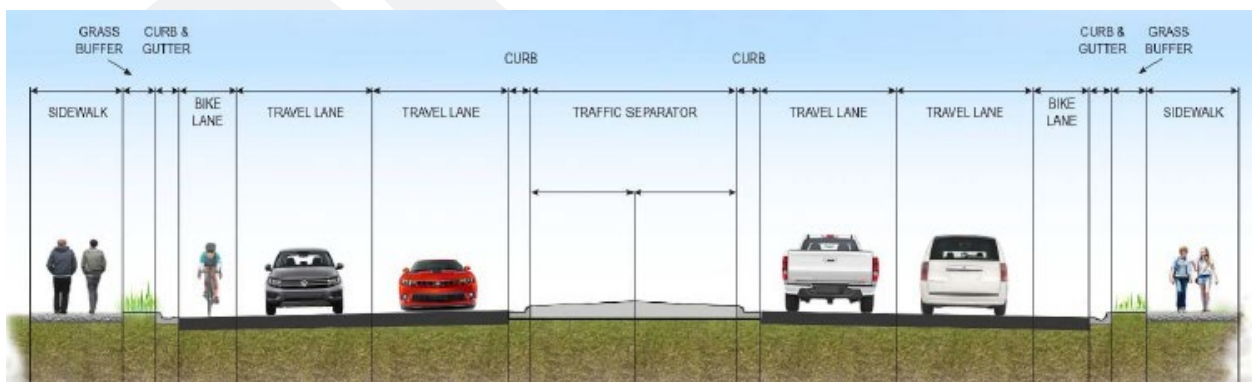


Figure 20: Sidewalks and Bike Lanes on Each Side



SECTION 7 - POLICIES AND IMPLEMENTATION STRATEGIES

The Collier MPO Bicycle-Pedestrian Master Plan is built on the foundation of sound policies and actionable strategies that guide planning, funding, and implementation efforts. While the MPO does not directly construct or implement projects, it plays a pivotal role as a forum for collaboration, coordination, and prioritization. Section 7 defines the MPO's responsibilities in policy development, planning, design standards, and funding strategies, ensuring alignment across all jurisdictions and stakeholders involved in enhancing active transportation for Collier County.

The MPO's Role in Policy Development

The MPO's primary responsibility is to act as a convener, bringing together municipalities, state agencies, and community stakeholders to collaboratively shape policies that support a safe, connected, and equitable transportation network. Rather than building projects, the MPO provides the structure for shared decision-making and creates a unified vision for bicycle and pedestrian infrastructure throughout the region.

The MPO's leadership fosters collaboration by ensuring that policy development reflects regional priorities, such as improving safety, reducing traffic-related fatalities, and promoting sustainable transportation options. Through public workshops, stakeholder engagement, and inter-agency coordination, the MPO establishes the groundwork for projects that align with state and federal goals, such as Target Zero and Complete Streets principles. This collaborative approach creates a cohesive policy framework that guides individual jurisdictions in their implementation efforts.

MPO Planning Guidelines

The MPO supports and aligns its planning efforts with established policies and guidelines from FDOT, including the Complete Streets Policy, Target Zero, and the Context Classification system. These policies emphasize the creation of safe, accessible, and context-sensitive transportation networks that accommodate all users, regardless of mode, ability, or age. By integrating these principles into its planning process, the MPO ensures consistency with state goals while tailoring solutions to the unique needs of Collier County.

As part of its planning approach, the MPO supports member entities and FDOT by funding projects that incorporate bicycle lane improvements during routine activities such as resurfacing, reconstruction, and maintenance of existing corridors. Proactively addressing bicycle infrastructure as part of these standard processes helps to enhance safety, reduce costs, and maximize the efficiency of investments.

The MPO also supports projects and locally adopted policies that close existing gaps in the bicycle and pedestrian network. By prioritizing connectivity, especially in areas where infrastructure is incomplete, the region can progress toward achieving a fully integrated and well-connected network. This policy not only



addresses immediate needs but also ensures that future growth supports regional mobility and accessibility goals.

These guidelines reflect the MPO's commitment to fostering a collaborative planning environment that supports safe, equitable, and sustainable transportation for all.

MPO Design Guidelines

The MPO supports projects proposed by member entities that apply locally adopted design guidelines, the FDM, or apply the design guidelines outlined in Section 6 of this Plan, which emphasizes creating safe and accessible bicycle and pedestrian facilities for all ages and abilities

The MPO recognizes that designing infrastructure requires consideration of varying contexts, including urbanized areas, rural areas, and transitional zones experiencing growth. Each context presents unique challenges and opportunities that should be addressed through tailored design approaches:

- **Urbanized Areas:**

These regions require robust infrastructure due to higher population densities and traffic volumes. This includes features like protected bike lanes, wider sidewalks, and enhanced pedestrian crossings. The MPO recommends prioritizing separated facilities, which are on-road spaces for cyclists and pedestrians that are physically separated from vehicle traffic using features such as curbs and barriers. This ensures safer and more usable spaces for non-motorized users.

- **Rural Areas:**

In less dense regions, shared-use paths, paved shoulders, and other low-impact facilities are often more practical. These designs should focus on maintaining connectivity while respecting the rural character and minimizing environmental disruption.

- **Transitional Zones:**

Areas in transition between rural and urban characteristics require flexible, forward-thinking designs that can evolve alongside development. Infrastructure in these areas should accommodate existing needs while anticipating future growth and higher usage demands.

The MPO encourages member entities to adopt a phased approach to implementing bicycle and pedestrian infrastructure. Phased planning and construction allow communities to address immediate needs while laying the groundwork for future enhancements. This strategy is particularly beneficial for managing costs and minimizing disruptions as infrastructure evolves over time.

Furthermore, the MPO supports member entities planning for and securing sufficient right-of-way (ROW) to accommodate these facilities. Adequate ROW planning ensures that future development can integrate



high-quality bicycle and pedestrian infrastructure without compromising safety or accessibility. Anticipating growth and reserving space for future expansions aligns with the MPO's vision for a regionally connected, multimodal network.

For high-risk corridors, the MPO emphasizes the importance of integrating key safety measures into design efforts, including:

1. Limiting Unsignalized Right Turns: Reducing opportunities of conflict points between vehicles and vulnerable road users.
2. Posted speeds of 35 mph or less: Increased safety and create a more comfortable environment for cyclists and pedestrians.

By aligning infrastructure design with regional goals and considering the unique characteristics of urban, rural, and transitional areas, member entities can create a cohesive and adaptable transportation network that meets the needs of current and future users.

Funding Prioritization

The MPO Board plays a key role in setting policies for the allocation of Surface Transportation-Urban (SU) funds. In previous years, the MPO's policy as outlined in the LRTP, distributed SU funds across three primary project categories: congestion management, new bridge construction, and bicycle and pedestrian infrastructure. MPO staff issued a Call for Projects based on the Board's allocation policy, which operated on a five-year rotation among these categories. Pending MPO Board approval the (draft) 2050 LRTP may loosen restrictions on SU funds to make them available for road capacity projects that include bicycle and pedestrian facilities. The MPO will issue Calls for Projects on an as needed basis as the current backlog of projects in design are programmed for construction.

The MPO will provide guidance so that member entities are able to submit bicycle and pedestrian infrastructure projects that align with the current, adopted Bicycle and Pedestrian Master Plan. This Plan, which is incorporated by reference into the Long-Range Transportation Plan (LRTP), serves as a roadmap for the MPO's ongoing investment in cycling and pedestrian infrastructure. Projects may span local, collector, and arterial roads, regional trail connections, Bicycle and Pedestrian Safety Audits (RSAs), and special studies.

The Network Needs analysis in Section 5 outlines the MPO's priorities for funding projects, with an emphasis on safety, equity, and connectivity. The MPO prioritizes projects based on these criteria and ensures they support the larger goal of a more integrated and connected transportation network. In addition to the current Bicycle and Pedestrian Master Plan, projects from adopted Community Walkability Studies and the Bicycle and Pedestrian Master Plans of the cities of Marco Island, Naples, and Everglades City, as



well as the County's Community Redevelopment Areas (CRAs), are considered eligible for funding. All these plans are referenced in the MPO's funding decisions to create a cohesive and regionally connected system.

MPO staff will also coordinate with FDOT and local entities to implement recommendations from Bicycle and Pedestrian Safety Audits (RSAs) that have been specifically endorsed by the MPO Board. This ensures that safety improvements are prioritized and executed effectively, addressing concerns identified through the RSA process and working toward a safer transportation network for all users.

Evaluation and Assessment Criteria

The evaluation criteria in this Plan have been carefully developed with significant input from the Bicycle-Pedestrian Advisory Committee (BPAC), MPO, and technical staff. These criteria serve as a vital tool for prioritizing and ranking proposed improvements across the region, fostering discussion and providing a structured framework for selecting projects that best meet the region's goals. This updated evaluation system represents an ongoing commitment to safety, connectivity, and equity for all community members.

A key update in the 2025 plan is the introduction of two distinct scoring systems, one for local projects and another for regional projects. This differentiation acknowledges the unique nature of projects within urban areas compared to those that are part of broader regional networks, such as the SUN Trail. Both scoring systems include weighted factors, reflecting the priorities and needs identified through stakeholder input. These weightings ensure that critical elements such as safety and equity receive the appropriate emphasis in the final ranking process.

MPO Call for Projects Process

MPO staff will issue Call for Projects on an as-needed basis, following the MPO's adopted TMA SU "Box" allocation/programming policy. The MPO Board retains full discretion to modify this policy in accordance with the MPO Bylaws and the Public Participation Plan.

Member entities are encouraged to submit projects that align with the Network Needs analysis (Section 5) and other relevant local plans incorporated by reference in this document. Each member entity may submit up to one project per jurisdictional area represented by voting membership on the Board. MPO staff may submit one project of regional significance. This results in a total of 10 projects for each Call for Projects. The allocation of projects is as follows:

- 5 projects within the unincorporated County
- 2 projects within the City of Naples
- 1 project in the City of Marco Island
- 1 project in the City of Everglades City (including Chokoloskee and Plantation Island)
- 1 project submitted by MPO staff

COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN



Eligibility Criteria and Preliminary Assessment

MPO staff will first review each project submission to determine eligibility. Incomplete or improperly submitted projects will not be considered for funding. The following criteria must be met:

Timeliness: The submitting agency must confirm that the project can be designed and constructed within the chosen funding cycle.

Constructability: The project must be well-defined, with confirmed right-of-way, and include a complete and accurate cost estimate.

Funding Availability: The submitting agency must demonstrate that sufficient funding is available to cover both the project's costs and any necessary matching funds.

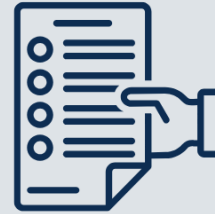
Project Rating and Ranking

The BPAC will conduct the initial rating and ranking of projects using the following criteria.

Local Projects Evaluation Criteria

This plan includes a dedicated evaluation framework for local projects, focusing on community-scale improvements that enhance mobility and accessibility. Local projects typically address infrastructure needs within neighborhoods, cities, or towns, such as sidewalks, bike lanes, intersection enhancements, and connections to schools, parks, or local transit hubs.

This evaluation process prioritizes projects that improve safety, promote connectivity, and provide equitable access for all residents. Below is an overview of the criteria, along with their weights and scoring, followed by a detailed explanation of the scoring system used to rank proposed projects.



TIMELINE MPO CALL FOR PROJECTS

1 ANNOUNCEMENT

MPO staff releases a call for projects as needed, based on the adopted TMA SU funding policy.



2 SUBMISSION

Eligible member entities may submit projects aligned with network needs and local plans. Each entity can submit one project per jurisdiction, with a total of 10 allowed submissions.



3 ELIGIBILITY REVIEW

MPO Staff reviews each submission to confirm eligibility, timeliness, constructability, and funding readiness. Incomplete or ineligible projects are excluded.



4 SCORING

The Bicycle and Pedestrian Advisory Committee (BPAC) evaluates and ranks eligible projects using established scoring criteria to prioritize funding.



5 BOARD DECISION

Based on rankings and available funding, the MPO Board makes the final decision on which projects will be programmed.





Descriptions and Associated Weights

Criteria	Weight (%)	Description
Safety	35	Evaluates the project's potential to enhance safety for all users. This includes the analysis of high-risk areas using crash data and fatality statistics, the implementation of Safe Routes to Schools, the incorporation of targeted safety improvements, the adoption of a Safe System Approach, and the inclusion of public education initiatives aimed at promoting safe behaviors.
Multimodal and Regional Connections	20	Assesses the project's integration with other modes of transportation (e.g., transit, biking, walking) and its ability to enhance regional connectivity. Projects that create seamless links between different transportation modes, improve regional mobility, and demonstrate a commitment to eliminating barriers and enhancing ADA accessibility to promote inclusivity for all individuals and abilities will score higher.
Cost	20	Evaluates the financial feasibility of the project, including both initial construction costs, long-term maintenance expenses, and the cost per capita. Projects that demonstrate cost-effectiveness, efficient use of available funds, and provide a reasonable cost per person impacted will score higher.
Education	10	Evaluates the efforts to educate and engage the community regarding bicycle and pedestrian safety, benefits, and infrastructure. Projects that incorporate educational programs, workshops, outreach efforts, or materials promoting safe and sustainable transportation practices will be considered. Consideration will also be given to initiatives that partner with local schools, organizations, and other stakeholders to raise awareness and foster a culture of safety.
Public Involvement and Support	5	Evaluates the level of community engagement and support for the project. Projects with strong public involvement, transparent processes, and demonstrated community backing will receive higher scores.
Micromobility	5	Evaluates the project's support for micromobility options such as electric scooters, e-bikes, and other small, lightweight, and low-speed personal transportation devices designed for use on bike lanes or multi-use paths. Projects that integrate infrastructure, connections, and policies to encourage safe, sustainable, and space-efficient micromobility use will score higher.



Economic Development	5	Assesses the project's potential to stimulate economic growth, revitalize communities, and attract tourism. Projects that demonstrate clear economic benefits and support local revitalization efforts will score higher.
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Scoring System

Cost

***Note:** Subsurface utilities should not compose more than 25% of the cost of the proposed improvement.*

- Proposed Costs are 25% above budget; cost per capita is over \$500 – 1 Point
- Proposed Costs are 10-25% above budget; cost per capita is \$300-\$500 – 2 Points
- Proposed Costs are within budget; cost per capita is \$150-\$300 – 3 Points
- Proposed Costs are 10% under budget; cost per capita is \$75-\$150 – 5 Points

Education

- Proposed improvement includes no formal education component or only minimal effort (e.g., sign or brochure) with no community engagement or partnerships – **1 Point**
- Proposed improvement incorporates a defined educational activity (e.g., workshop, campaign, or materials) and some level of community or stakeholder engagement, such as outreach to schools or local groups – **3 Points**
- Proposed improvement features a comprehensive and sustained education strategy with multiple outreach methods and strong partnerships with schools, organizations, or agencies to promote lasting culture of bicycle and pedestrian safety – **5 Points**

Multimodal and Regional Connections

- Proposed improvement does not address any connectivity needs identified by public input – **1 Point**
- Proposed improvement fills a need in an area lacking connectivity based on public input and addresses some prioritized infrastructure gaps – **3 Points**
- Proposed improvement completely fills a prioritized infrastructure gap identified in this plan, significantly enhancing connectivity – **5 Points**

Public Involvement and Support

- Proposed improvement has not been presented or discussed with the public in a formal setting – **1 Point**



- Proposed improvement has shown moderate community engagement and has been discussed in a formal setting through committee and public meetings – **3 Points**
- Proposed improvement has strong public support and has been identified as a priority in this plan – **5 Points**

Safety

- Proposed improvement addresses a safety concern that has been raised by the public but lacks detailed analysis – **1 Point**
- Proposed improvement addresses a less severe safety concern without a safety audit to measure the effectiveness of the improvement – **2 Points**
- Proposed improvement addresses a serious safety concern, supported by statistical and crash data – **3 Points**
- Proposed improvement addresses safety concerns involving accidents with serious to fatal outcomes and is backed by statistical data along with a safety audit to measure effectiveness – **5 Points**
- **Bonus:** Proposed improvement is located on a street segment or intersection identified in the High Injury Network (HIN) from the Collier MPO Comprehensive Safety Action Plan, as described in Section 2, Crash Analysis and Safety Focus, of this Bicycle and Pedestrian Master Plan – **6 Points**

Micromobility

- Proposed improvements provide no support for micromobility options or related policies – **1 Point**
- Proposed improvement fully supports micromobility by integrating relevant infrastructure and policies – **5 Points**

Economic Development, Revitalization, Tourism

- The proposed improvements address a local need but will have minimal impact on tourism or the overall appearance of the area – **1 Point**
- The proposed improvements are in an area with moderate tourist traffic, offering some benefit but with less impact on tourism – **3 Points**
- The proposed improvements focus on key infrastructure in high traffic tourism areas, enhancing the visual appeal and visitor experience. Beautification efforts, particularly those that increase shade along shared use paths, may also be included if initiated and funded by local governments – **5 Points**



Prioritization and Ranking

1. **Scoring** – Each Proposed project will be scored against the above criteria using the scoring matrix. The scores will then be multiplied by the assigned weights to calculate the total score for each project.
2. **Ranking** – Proposed projects will be ranked based on their total score, with the highest-scoring project receiving the highest priority.
3. **Review and Adjustment** – The BPAC may consider extenuating factors when reviewing the initial ranking and distribution arrived at through the scoring system and make adjustments supported by the goals of the BPMP.
4. **Final Order** – The final list of projects will reflect both the scoring and equitable distribution across the County. Projects will be ordered within each municipality based on their score, and the overall prioritization system will be designed to maximize impact and benefit for all residents of Collier County. The BPAC's priority recommendations will be reviewed by the Citizens and Technical Advisory Committees and presented to the MPO Board. The Board has final approval authority and may make changes accordingly.

Regional Projects Evaluation Criteria

This plan introduces a new and distinct evaluation framework for regional projects, tailored specifically for proposed improvements to the SUN Trail network or other significant regional connections. Unlike the previous plan, this approach provides a separate evaluation system to address the unique scope and impact of regional projects. These projects focus on enhancing long-distance mobility, closing critical gaps in the trail network, and connecting communities, key destinations, and transportation systems across the region.

The evaluation process prioritizes projects that improve safety, regional connectivity, and accessibility while supporting broader goals such as economic development and equity. Below is an overview of the criteria, along with their weights and scoring, followed by a detailed explanation of the scoring system used to rank proposed projects.



Descriptions and Associated Weights

Criteria	Weight (%)	Description
Safety	35	Evaluates the project's potential to enhance trail user safety by reducing conflicts with vehicles, addressing high-risk areas for bicycle and pedestrian injuries, and correcting existing safety deficiencies along the trail.
Cost	25	Assesses the cost-effectiveness of the project by considering the expenses for the PD&E (Project Development and Environment) Study, planning, initial construction, and long-term maintenance. Additionally, the evaluation includes the cost in relation to the population benefiting from the proposed improvement, particularly those residing within approximately 5 miles of the trail corridor.
Connectivity	20	Evaluates how effectively the project links to existing trails, transportation networks, or key destinations, and whether it creates a new connection between areas or populations that were previously disconnected.
Feasibility	10	Evaluates the practicality of the regional trail project by looking at technical, financial, and logistical factors. It considers whether the project can be built given the terrain and existing infrastructure, if the estimated budget is realistic, and whether it can be completed within an achievable timeline. It also assesses the likelihood of obtaining necessary permits and approvals from local agencies and stakeholders.
Economic Development	5	Analyzes the potential for the project to promote local economic growth, including tourism and business opportunities.
Project Phase	5	Prioritize projects that are construction-ready, with all necessary documents and plans approved and slated for construction. Projects in advanced phases will be ranked higher, especially when funding is limited, compared to projects that are still in the planning or pre-construction stages.



Scoring System

For a proposed regional project to be considered for scoring, it must meet specific eligibility requirements. These criteria ensure that projects align with the goals and standards of the SUN Trail program. Eligible projects must:

1. **Meet Design Criteria:** Ensure the proposed trail complies with current standards, including being a separate, paved, two-lane, non-motorized path.
2. **Identify a Maintaining Agency:** Demonstrate the capacity and commitment of the agency responsible to manage the ongoing maintenance and operation of the proposed improvements.

***Note:** The final determination of project eligibility for SUN Trail funding is made by FDOT.*

Projects meeting the above requirements will proceed to evaluation against the scoring criteria.

Safety

- Proposed Improvement address a safety concern that has been identified and raised by the public but lacks detailed analysis – **1 Point**
- Proposed Improvement address a less severe safety concern without a safety audit measuring the potential effectiveness of the improvement – **3 Points**
- Proposed Improvement addresses a serious concern, supported by statistical and crash data showing the proposed improvements need along with a safety audit showing the success of the implementation of the improvement – **5 Points**

Cost

***Note:** Subsurface utilities should not compose more than 25% of the cost of the proposed improvement.*

- Proposed improvement costs exceed \$1 million, or the population benefiting is fewer than 500 people within 5 miles of the trail corridor – **1 Point**
- Proposed improvement costs between \$500,000 and \$1 million, or the population benefiting is between 500 and 1,000 people within 5 miles of the trail corridor – **3 Points**
- Proposed improvement costs less than \$500,000, or the population benefiting more than 1,000 people within 5 miles of the trail corridor – **5 Points**

Connectivity

- Proposed improvement provides improvements and adds to the overall trail alignment but does not close any gaps and or provides linkage to areas that have been previously disconnected – **1 Point**



- Proposed improvement adds to the overall trail alignment and provides connection to existing trails – **3 Points**
- Proposed improvement adds to the overall trail alignment and provides connection to existing trails and completes a gap to connect a population that were once recently disconnected – **5 Points**

Feasibility

- Proposed improvement has major technical challenges (e.g., difficult terrain or significant infrastructure conflicts), an unrealistic or unverified budget ($\pm 50\%$ or more of similar projects), lacks defined timeline, and/or faces uncertain or unlikely permitting and approval pathways – **1 Point**
- Proposed improvement has some technical or logistical constraints (e.g., utility conflicts, constrained right-of-way), a budget estimate within $\pm 25\%$ of similar projects, an achievable 3–5-year timeline, and moderately complex but likely permitting requirements – **3 Points**
- Proposed improvement has minimal physical or regulatory obstacles, a realistic and well-documented budget (within $\pm 15\%$ of similar projects), a clear timeline for completion within 1–3 years, and high confidence in timely permitting and agency approvals – **5 Points**

Economic Development

- Proposed improvements have limited or no potential to promote local growth, with little to no impact on tourism or business opportunities. Projected local revenue is less than \$100,000 annually – **1 Point**
- Proposed improvements are expected to moderately contribute to local economic growth, attracting some tourism or business activity. Projected increase in local revenue is expected to be between \$100,000 and \$500,000 annually – **3 Points**
- Proposed improvements are expected to boost local economic growth by attracting tourism or business, with projected annual revenue increases over \$500,000. Enhancements may include shade-focused beautification or recreational amenities along shared use paths, if led and funded by local governments. – **5 Points**

Project Phase

- The proposed improvement is currently in the planning stage and awaiting approval from the necessary authorities to move forward to the construction phase – **1 Point**
- The proposed improvement has completed all required planning and design phases, obtained all approvals and permitted, and is ready for construction – **5 Points**



Prioritization and Ranking

1. **Ranking** – Projects are ranked in descending order, with the highest total scores given priority as they offer the greatest overall value based on the selected criteria. The top-ranked project should be prioritized first, as it has shown the most significant impact across key areas, ensuring that resources are allocated to the most beneficial projects for the community. Flexibility is important, as changes in funding, community needs, or other factors may require adjustments to priorities. Regular reviews will help ensure that the SUN Trail Network continues to meet its goals effectively
2. **Review and Adjustment** – The BPAC may consider extenuating factors when reviewing the initial ranking and distribution arrived through the scoring system and make adjustments supported by the goals of the BPMP.
3. **Final Order** – The final list of projects will reflect both the scoring and equitable distribution across the County. Projects will be ordered within each municipality based on their score, and the overall prioritization system will be designed to maximize impact and benefit for all residents of Collier County. The BPAC's priority recommendations will be reviewed by the Citizens and Technical Advisory Committees and presented to the MPO Board. The Board has final approval authority and may make changes accordingly.

Additional Funding Sources and Technical Support at the Federal, State, and Local Levels

The projects identified in this plan are located throughout unincorporated Collier County and its member entities—Naples, Marco Island, and Everglades City. These projects range from local collector, and arterial roads to greenway connections, Road Safety Audits (RSAs), and specialized studies. However, the need for bicycle and pedestrian improvements far exceeds available funding. This section outlines additional funding sources and strategies that can help bridge the funding gap and fully implement this plan.

While federal, state, and local funds play a central role in project funding, the potential for partnerships with other agencies can also provide additional financial support. Bicycle and pedestrian improvements may be incorporated into broader roadway construction projects or funded independently. MPO member entities also have jurisdictional authority over land use and zoning and can collaborate with developers to address gaps in bicycle and pedestrian infrastructure as new homes, communities, and commercial areas are built. Additionally, member entities can submit projects for funding through state and federal grant programs, such as Safe Routes to School (SRTS) and National Highway Traffic Safety Administration (NHTSA) funding, and have their own plans, policies, and funding sources to address project priorities.



Federal Programs

1. Surface Transportation Block Grant Program (STBG)

A percentage of a state's STBG apportionment (after set-asides) is obligated to areas based on their relative share of the state's population. Urbanized areas, such as the Collier MPO, which has a population over 200,000, receive a designated amount of SU funds each year for programming projects eligible for STBG funding. The MPO Board prioritizes these projects for programming during the new 5th year of the Transportation Improvement Program (TIP), with FDOT covering the required 20% local match.

STBG projects cannot be located on local (residential) roads or rural minor collectors, except for recreational trails, pedestrian and bicycle projects, and Safe Routes to School (SRTS) projects. SRTS projects require a 50% local match.

2. Highway Safety Improvement Program (HSIP)

HSIP funds are allocated by FDOT on a statewide basis and can be used for pedestrian and bicycle safety improvements, subject to meeting FDOT's criteria and statewide prioritization. Projects funded by HSIP focus on improving highway safety using a data-driven approach and must be in line with the state's Strategic Highway Safety Plan. Eligible HSIP projects include pedestrian hybrid beacons, roadway improvements to separate pedestrians and motor vehicles (such as medians or pedestrian islands), and Road Safety Audits (RSAs), including Bicycle and Pedestrian Safety Audits.

3. Recreational Trails Program (RTP)

RTP is a federally funded competitive grant program that provides financial assistance for the development of recreational trails, trailheads, and related facilities. Managed by the Florida Department of Environmental Protection (DEP) Office of Greenways and Trails, the RTP supports projects that enhance public access to trails for both motorized and non-motorized activities. The most recent Call for Projects (Fiscal Year 2018) identified funding availability up to \$200,000 for non-motorized projects and up to \$500,000 for motorized projects. For more information on the program, visit Florida DEP RTP.

4. Federal Transit Administration (FTA) Funds

A variety of FTA funding is available to support the design, construction, and maintenance of pedestrian and bicycle projects that enhance or are related to public transportation facilities. Eligible projects include improvements for pedestrian access to public transportation facilities, such as walkways, bicycle storage, and infrastructure for transporting bicycles on public transportation vehicles.



5. National Highway Traffic Safety Administration (NHTSA) Funds

NHTSA provides funding to state DOTs for programs and activities aimed at improving traffic safety and reducing crashes, serious injuries, and fatalities. NHTSA funds are apportioned annually based on population and road miles, with occasional additional funding for specific program areas if there is documented evidence of need. These funds can be used for various safety programs, including pedestrian and bicycle safety, and are awarded by FDOT as sub-grants to traffic safety partners.

Emphasis areas under the pedestrian and bicycle safety program include:

- Increasing awareness of safety issues and compliance with traffic laws
- Developing a systematic approach to identify locations and behaviors prone to bicycle and pedestrian crashes
- Creating urban and rural environments that support and encourage safe walking and biking

State and Local Funding

In addition to federal funding programs, MPO member entities have access to state and local funds. Collier County, for example, often funds bicycle and pedestrian infrastructure improvements on County-owned roads using local funds. MPO member entities can also leverage their own local policies, funding sources, and partnerships to address project priorities that may not be eligible for MPO funding.

Local transportation improvements incorporating bicycle and pedestrian facilities can often be funded through local impact fees, transportation surtaxes, and general funds, which provide additional resources for enhancing mobility and connectivity within communities.

Opportunities for Collaboration and Technical Assistance

MPO member entities are encouraged to collaborate with developers to address infrastructure gaps and enhance connections as new developments are constructed. These collaborations can provide opportunities for funding bicycle and pedestrian improvements through public-private partnerships. Additionally, technical assistance is available from federal and state programs, supporting project development, grant applications, and compliance with design and safety standards.

Supporting National, State, and Local Legislative Initiatives

Efforts to combat aggressive driving and speeding include:

- Enforcing speeding and aggressive driving laws by focusing on high-risk locations



- Incorporating technology and other innovations at high-risk locations
- Evaluating hotspots and implementing appropriate engineering countermeasures to control speed and reduce aggressive driving

Technical Assistance

The Florida Department of Transportation (FDOT) Pedestrian and Bicycle Safety Program (PBSSP), updated in October 2021, is part of Florida's comprehensive five-year strategy to reduce serious or fatal traffic crashes involving pedestrians and cyclists. This plan uses goal-oriented decision-making, data-driven investments, and strategic resource allocation to improve safety. The PBSSP aligns with the Florida Transportation Plan, Florida's Strategic Highway Safety Plan, and Florida's Highway Safety Improvement Program. Additionally, the Alert Today Florida campaign, which is a part of this initiative, raises public awareness about pedestrian and bicycle safety through education and outreach. For more information, visit the FDOT Pedestrian and Bicycle Safety Program.¹⁷

Shared-Use Non-motorized (SUN) Trail Network

Managed by the Florida DEP Office of Greenways and Trails, the SUN Trail program funds non-motorized, paved, shared use trails that are part of the Florida Greenways and Trails System. The Southwest Coast Connector Trail alignment is eligible to receive SUN Trail funds if local entities agree to assume maintenance responsibilities. For more information about the program and eligibility, visit the SUN Trail Program¹⁸.

USDOT BUILD Grant Program

The Better Utilizing Investments to Leverage Development Grant Program, formerly known as the RAISE and TIGER programs, provides funding for multi modal, multi-jurisdictional transportation projects that are difficult to support through traditional Department of Transportation programs. With nearly 14.3 billion dollars dedicated to fifteen rounds of National Infrastructure Investments, BUILD focuses on projects with significant local or regional impacts. Funding is available to a wide range of public entities including municipalities, counties, port authorities, tribal governments, and metropolitan planning organizations, enabling direct collaboration with those who own and maintain transportation infrastructure. For more details and application guidance, visit the USDOT BUILD Grant Program²⁰.

¹⁷ <https://www.fdot.gov/Safety/programs/pedestrian-and-bicycle-safety>

¹⁸ www.floridasuntrail.com

²⁰ <https://www.transportation.gov/BUILDgrants>



Plan Monitoring and Reporting

The 2025 Collier MPO Bicycle-Pedestrian Master Plan (BPMP) is a dynamic document that represents the shared vision of the MPO, stakeholders, and the community, supported by thorough analysis conducted during its development. However, adopting the Plan is only the first step in building a comprehensive and effective active transportation network. Success lies in the ongoing collaboration, implementation, and assessment of its performance.

Regular monitoring and reporting on performance measures and targets are essential to evaluate the Plan's effectiveness and identify areas for improvement. These performance metrics will be integrated into the MPO Director's Annual Report to the MPO Board and shared with the Bicycle and Pedestrian Advisory Committee. This report will also outline programmed projects addressing gaps and safety concerns identified in studies such as safety audits, Walkable Community reports, and Bicycle-Pedestrian Safety Audits, as mandated by the MPO Congestion Management Process (CMP).

Safety Performance

Safety is a top priority and aligns with the national goals outlined in the FAST Act. The MPO is committed to Target Zero, aiming to eliminate non-motorized fatalities and serious injuries. In support of this commitment, the MPO adopted the FDOT safety performance targets, including interim goals to track progress.

The MPO Director's Annual Report tracks non-motorized fatalities and serious injuries annually, analyzing trends over a five-year period. However, it is essential to interpret these trends in context:

- The earliest impact of prioritized projects may only materialize six years after programming due to the multi-phase nature of project development.
- Phases, including design, environmental clearances, right-of-way acquisition, and construction, often span several years, meaning project completion can take up to nine years.
- Safety improvements may be diluted if projects are geographically dispersed or fail to directly address critical safety issues.

The Annual Report will continue to monitor progress toward Target Zero and interim performance targets, providing insights into the Plan's impact on safety outcomes.

Network Expansion Performance

Expanding the active transportation network is key to achieving the Plan's goals. The MPO tracks the following metrics, as established in the 2022 CMP, to measure network growth:



- Centerline miles of paved shoulders and bike lanes
- Linear miles of Shared Use Paths (adjacent to roadways and within greenways)
- Connector sidewalks on arterial roads, defined as facilities bridging gaps in the cycling network

These metrics are updated using tools such as satellite imagery and GIS (Geographic Information Systems). Member entities are encouraged to inventory and report on local sidewalk networks as part of their asset management programs, leveraging GIS for accuracy and efficiency.

BPMP Priority Project Implementation Performance

The MPO Director's Annual Report will include updates on BPMP priority projects progressing through key development stages, such as:

- Inclusion in the MPO Project Priority Listing for SU box funding, RTAP funding, or other grants
- Programming in the MPO TIP/FDOT STIP for design and construction
- Funding allocations in local CIPs or other planning mechanisms
- Successful award of external grant funding

These updates provide transparency and accountability, showcasing the Plan's progress toward implementation.

Agency Distribution

To ensure equitable distribution of resources and benefits across the County, MPO Staff will track and report to the BPAC and the MPO Board on the distribution over a five- and ten-year period.

Plan Updates and Amendments

The BPMP will be updated every five years to align with the MPO's Long-Range Transportation Plan (LRTP) cycle. The Plan may also be amended as needed:

- **Major amendments:** Proposed by MPO staff or member entities to address unforeseen opportunities or challenges, such as new funding sources or priority changes. These require MPO Board approval and adhere to the adopted Public Participation Plan.
- **Minor revisions:** Include typographical corrections, mapping updates, or data adjustments. These changes will be documented with track changes and shared with the MPO Board, advisory committees, and email listserv(s) for review, per the Public Participation Plan.

The monitoring, evaluation, and adaptability of the BPMP ensures it remains a relevant and effective tool for improving active transportation in Collier County.

COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN

