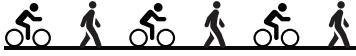


2025



COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN



APPENDIX B: SUMMARY OF PUBLIC SURVEY RESULTS



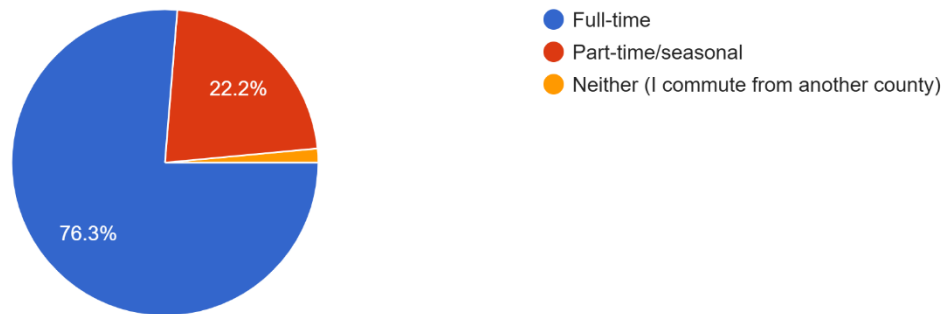


Appendix B: Summary of Public Survey Results

Public Survey 1

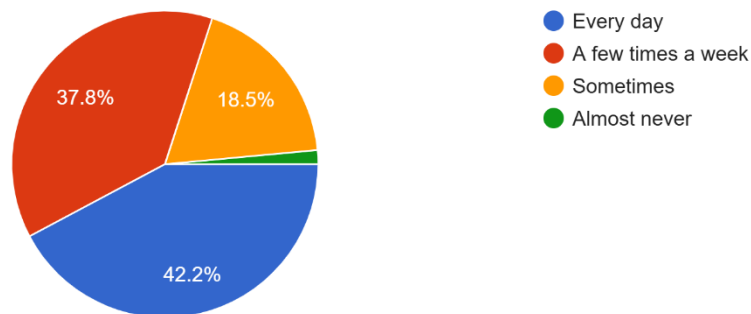
1. Are you a full-time or part-time resident of Collier County?

135 responses



2. How often do you walk or bike around Collier County?

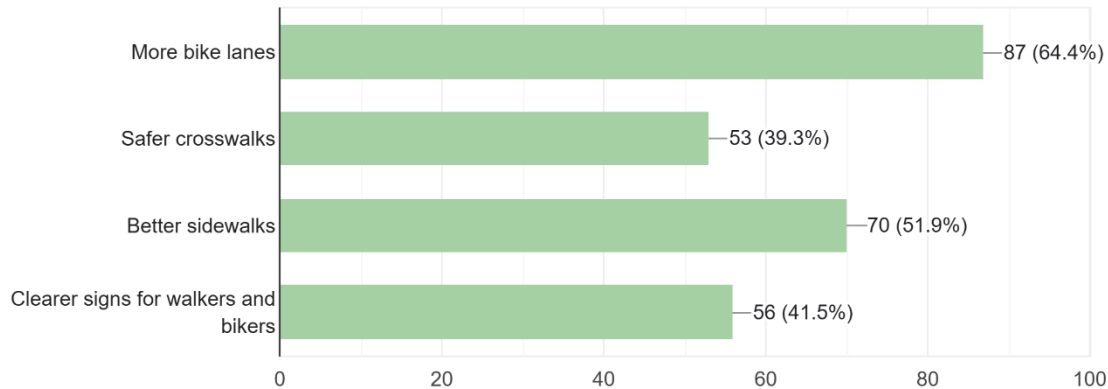
135 responses





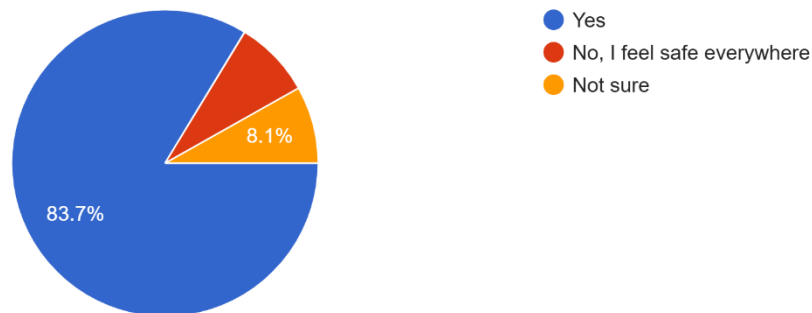
3. What would make you want to walk or bike more in Collier County?

135 responses



4. Do you feel unsafe walking or biking in certain areas of Collier County?

135 responses



If you answered "Yes" to Question 4 above please specify which location:

- Marco Island
- 41, Vanderbilt beach road
- Marco Island, Any main road. No barriers between road and bike lane
- The bikers make driving unsafe! Build bike paths AWAY from the roads. Keep them out of the roads. They are a nuisance
- where there are no bike lanes
- Bike lanes are dangerous
- 41, Airport, Goodlette-Frank
- Horseshoe drive and also street around Southwest Blvd.
- Streets are too busy and traffic too fast on roads shared by bikers, walkers and cars in the design district, bayfront, Naples Square for example
- Any road main road without a bike lane



- 951
- Immokalee and 41, pine ridge and airport
- Everywhere. Speeding and aggressive lane changing car drivers make roads very unsafe all over Collier.
- The arrow sidewalks on Swallow Ave. on Marco Island.
- Seagate dr near Crayton rd. intersection
- Everglades Blvd, Randal Blvd
- Anywhere in North Naples around Airport, Vanderbilt, Pine Ridge, Immokalee. And along Goodlette Frank. Livingston to some degree. And for sure anywhere near 41. We live within biking distance to the beach, but I never do it because I fear for m life. There has to be a better way to make drivers yield to pedestrians and bikes when able to go left from the opposite side while bikers and pedestrians also have the right of way by the light. They don't care.
- Too many cars
- Riding into town from Lowdermilk Park down Gulfshore Drive. Crossing Goodlette Frank. Crossing Tamiami.
- All the bike lanes on busy roads are very unsafe
- Any major intersection where the people in the turning lane are not facing you
- Cars don't stop when I'm biking or walking! Crosswalks don't make a difference
- Collier boulevard
- Along 41 and also Livingston
- Along any major street
- Any street with a tiny bike lane
- Barfield, San Marco, need wide bike baths like Winterberry and San Marco out to Goodland.
- Collier Blvd
- In some areas on Marco Island, I feel unsafe around speeding e-bikes, especially if they are motoring on shared paths.
- Crosswalks on Immokalee and on Vanderbilt beach road, dangerous
- Major roads such as San Marco to 41.
- Electric bikes on sidewalks
- Seagrape Ave., Marco Island. Swallow Ave Marco Island
- Along Collier Blvd. and US 41East to San Marco Rd.
- Riding my bike along the roadways. I would love to see actual bike/walking trails
- Pretty much every street in Naples doesn't have a designated bicycle lane.
- Any US 41 intersection & GG Parkway
- Immokalee or Tamiami Tr
- Any time the bike isn't on the road!
- I spend most of my time west of Livingston. I feel most areas are not bike friendly.
- Marco Island, Collier Blvd in Naples, Rt 41 and along San Marco Rd from art 41 to Marco Island
- Any location electric bikes come speeding by.
- Immokalee road, pine ridge
- Crossing the south Winterberry bridge on Marco
- Everywhere
- Cross walks on Marco Island/ Lighting on main roads (SanMarco, Barfield)



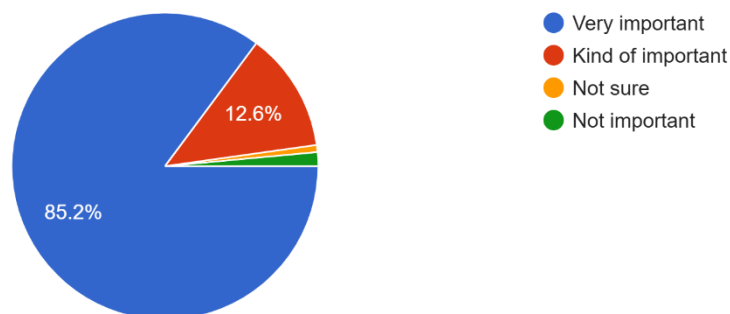
- Can't bike in a lot of areas due to no lanes.
- Traffic, unsafe drivers
- Winterberry bridge
- Everywhere, especially East Naples
- Collier Blvd from Tamiami Trl to Marco Island, Tamiami Trl east from Fiddlers Creek Publix plaza.
- Cannot bike on certain roads on Marco so need to use the sidewalks
- Areas between Bayshore and Thomasson
- Everglades Blvd., oil well past Everglades, Immokalee past Randall
- San Marco road east of Goodland. S Collier Blvd on Marco.
- Crossing San Marco Rd and biking east of the Goodland bridge on San Marco Rd where there is no bike lane
- Kids can't even safely cross an intersection on Collier and forget Immokalee - it's a highway
- Along Collier Drive.
- Marco Island. Get ran off sidewalks by electric bikes doing 30 mph
- Along 41 east
- Barfield
- I feel unsafe any time I need to bike in close proximity to cars. Multi-use paths are great, except where there's an intersecting driveway.
- Traffic, inattentive drivers
- Many places. The bike lanes are too narrow. In Naples they are much wider.
- Marco
- Roads without bike lanes and sidewalks
- Roads with speed limits of 35mph or more
- Goodlette-Frank Road
- Collier between Fiddlers Creek to Marco Island.
- Busy streets
- I feel unsafe biking with my family on any street or road without a real bike lane
- bike lanes on Collier Blvd or missing lanes on Collier
- Rattlesnake Hammock road. There is no Bike lane and most of the sidewalk is very narrow.
- Along Tamiami Trail anywhere
- Any road that cars can use.
- On almost every road - bike lanes are not big enough and cars do not give space
- I have been almost hit a few times by electric bikes while walking on the sidewalk. They should not be allowed to use the sidewalk for any powered bike or skateboard. Regular bicyclists do not even know they need to yield to pedestrians. It's annoying to get a bicyclist behind you asking you to move over. Then some whiz by you and don't tell you they are there and scare me.
- Rt 92 from Goodland bridge to Rt 41. Also, Bald Eagle between Collier and San Marco on Marco
- Every road bike lane is too narrow and unsafe on Marco Island and Naples area Shared sidewalks are the safest option however pedestrians don't like to share the shared sidewalks are rude and belittling, which is the reason why I bike less. I don't trust my life with cars the thin white line that
- Major roads don't have bike lanes or paths which makes it unsafe to ride a bike
- Main streets (busiest) in Marco Island
- Golden gate and Goodlette Frank intersection



- The county needs dedicated bike trails that are separate from streets. Drivers in Collier County are not always aware when driving.
- Some bike paths on the side of busy roads are more like the shoulder of the road and too narrow given how fast the traffic travels
- Narrow bike lanes on Marco. Get e-bikes off sidewalks!
- Airport rd. and corporate flight rd.
- Need bike lanes or trails East Naples, Marco Island
- Between collier Blvd. and downtown on 41
- On my street in GG Estates. Scary. No sidewalks.
- Vanderbilt beach road because of traffic, near the beach because there are no bike lanes and cars don't pay attention, whippoorwill - they just put in a bunch of runs about and a cement median, so cars honk behind you since they can't go around. Most of the roads in Collier county are. not safe for bikers
- On Marco Island when bicycles use the sidewalks.
- Along 951
- Electric bikes are speeding on some of our bike paths.... Speeding by people walking.... Scaring young mothers wheeling babies and walkers
- I feel unsafe while walking on sidewalks in my community in Fiddlers Creek. There are so many e-bikes now riding fast on sidewalk, I've had to jump in bushes to get out of their way.
- large busy intersections and locations with narrow sidewalks. I will not ride my bike on any busy road as too many unsafe drivers.
- Pine ridge, airport, 41....
- Not enough bike lanes— Collier St or Bald Eagle etc.
- Everglades City

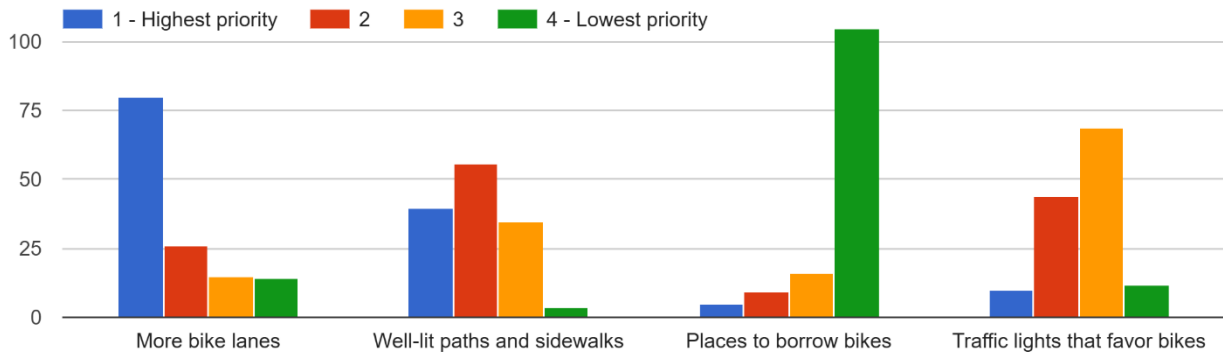
5. How important is it for Collier County to make walking and biking safer and easier?

135 responses



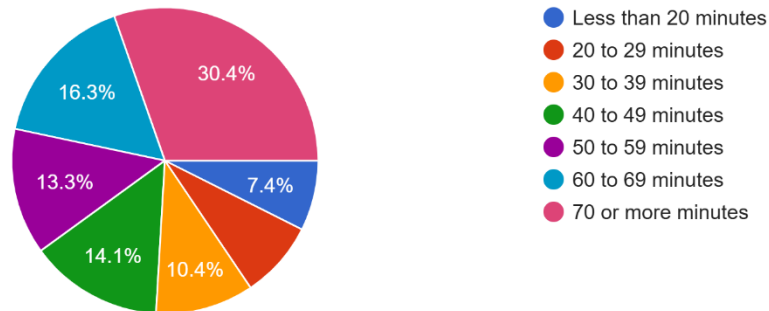


6. What would make you want to walk or bike more instead of driving?



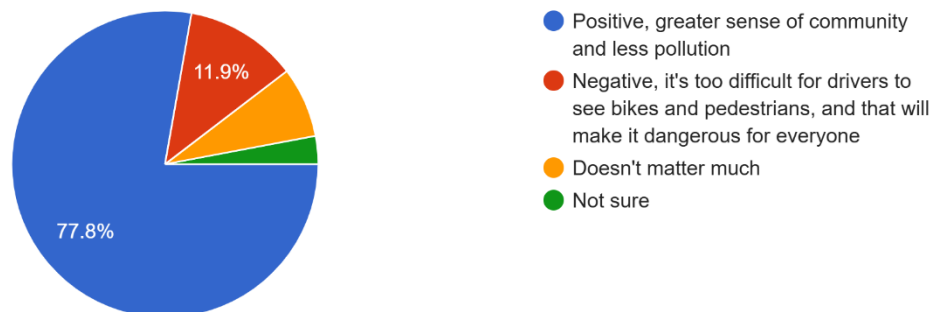
7. How much time do you spend walking or biking on an average weekday?

135 responses



8. How do you think more people walking and biking would affect Collier County?

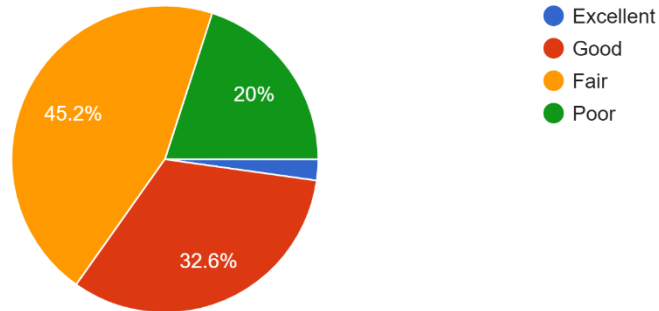
135 responses





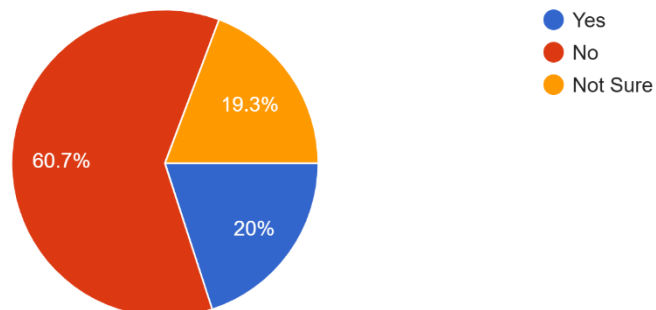
9. How would you rate the overall transportation infrastructure in Collier County?

135 responses



10. Are you aware of any existing community initiatives or programs promoting walking and biking in Collier County?

135 responses





Please share any other thoughts or comments related to the Bicycle Pedestrian Master Plan for Collier County:

- What has been done in Everglades City by taking one full lane for a bicycle path is not efficient whatsoever. We have so many tourists through our area that are driving below the posted speed limit because they are on vacation looking at everything and not knowing where they are going. The bicycle paths in Naples are not a full lane of traffic. They just redid all the sidewalks in Everglades City they should be riding on that, not taking away a full lane for thru traffic. It is very inconvenient for us that are trying to get somewhere and not be on vacation. I'd like to see Naples take away a whole lane of traffic for a bike lane. And honestly, I live down there and rarely if ever see anyone riding on those full lane bike paths, it's not worth it at all.
- I bike in pelican bay and traffic is very fast, driver do not stop at crossings Riding on roads with 50 speed limits 41 I Vanderbilt is not a safe option, yet collier considers these bike lanes Contractors park trucks in bike lanes, gulf shore etc. The off-road lane on Vanderbilt drive is great Have you looked at the Pinellas bike way in St. Pete, it is super
- 18" wide Bike lanes within inches of the roads are not safe. There needs to be a barrier, or accommodations need to be made on sidewalks (wider). Look up Scandinavian bike lane photos.
- Ban all bikes from the road! They cause accidents and the bikers are rude!
- nothing motorized allowed on sidewalks
- WE MUST HAVE BARRIER PROTECTED BIKE LANES. Paint won't protect me. I will ride in the driving lane unless there's a barrier.
- Separate bike paths (when feasible) are always welcomed over bike lanes.
- Sidewalks are important. I also feel we need to educate driver and Bike rides to follow the rules. Example bike rides have lights on night.
- Separate bike and pedestrian paths would help as vehicle drivers do not seem aware of pedestrians crossing roads and endangering cyclists by driving too close to them.
- Need to get the word and plan out there.
- Bicyclists should minimally share roads with cars. Too many drivers driving fast and aggressively makes it very dangerous for all. Spend money on better law enforcement catching the dangerous drivers. Some of the answers to questions above were poor options and did not reflect my opinions.
- Ban Electric Bicycles from all sidewalks. Require licensing for both E-Bikes and Operators.
- Also important to connect sidewalks where gaps exist (3rd St between Central and 1st Ave South)
- I don't have any thoughts because I have not read it. You should put the link in the same post as the survey.
- The air quality here in the past 2 years has gotten so gross. I can smell carbon monoxide just about every day during season. Since Collier County is a about tourism and seasonal bringing people here, why wouldn't we want to make it a place where they choose to be safe on their bikes and stop polluting the area in cars for short trips? Then also make it healthy for all of us here round. With all the development going on and the cutting back on open space, the last



thing we want to be doing is pollute the air more because it flashes forward 5 or 10 years and this place is going to be an unhealthy place to be.

- Look at transportation options for workers who live outside Naples. Traffic is a nightmare. Is there any opportunity for the west coast Brightline?
- Have bike lanes Completely separated from traffic. That is to have a curb/barrier between bikes and cars. The pedestrian injury/fatality stats here are bad.
- Sidewalks are too narrow and well as bike lanes. Need to put space between cars and paths. Very dangerous on Marco
- To continue the San Marco Rd bike path from Goodland to 41 would be ideal. Safe for cyclists and drivers!
- Wider sidewalks with dedicated bike lanes. Some kind of physical barrier between bike and pedestrian lanes and car lanes.
- Well-lit, safe sidewalks are important to me. Better rules for e-bikes would help also, as they are sometimes ridden at dangerous speeds while I'm out walking my dog.
- Thank you for working on this project
- Bikes and pedestrians can share the sidewalk. People on bikes don't seem to follow road laws like stopping at stop signs, making hand signals, etc. They ride down the middle of the road (obviously under the speed limit), if they use a bike lane, they still don't obey the law.
- Important to link trails and paths. Need more off-road options. Roads even with bike lanes are dangerous.
- I would love more walking paths in Marco that are just for walking.
- What happened to the MASTER PLAN THE MARCO ISLAND BIKE CLUB PRESENTED YEARS AGO CONCERNING ALL THE ADDITIONAL BIKE LANES ON SWALLOW AVE... SEEMS TO HAVE DISAPPEARED
- Biking/walking is an excellent way to exercise and be outdoors. It would be great to have biking trails that would go all around Marco Island and out San Marco Rd the whole way to 41. Currently, cycling is very dangerous around the Island as drivers do not pay attention
- More POLICE TICKETING cars that blow through stop signs.
- Greenway Park and both Radio to Davis and Davis to Rattlesnake are nice but not connected. Livingston bike lane ends at GG Pkwy going South
- Bicycles should not be on same path as pedestrians. Especially electric or motorized bikes.
- I would love a 10' wide paved shared use path from the Marco bridge to US 41
- Absolutely necessary to pursue and complete bike paths separated from roadways. The MPOs former plans for Greenways, including the Bayshore Greenway, would create a thriving community of bikers and walkers, and boost the economy. The original Bayshore Greenway was shut down due to issues cited by the conservancy of SWFL as it would go through some wetland/sensitive areas. Rather than find low-cost solutions like culverts and bike/pedestrian bridges, the project was abandoned. Utilizing relic roadways (old Marco road, trash road, power line road) and routing a bike bath behind the massive communities that the county approved would have the potential to connect huge residential communities from Bayshore all the way to Isles of Capri. This would create a safe, beautiful, and efficient



biking and walking path connecting residential areas to commercial areas for all East Naples. Rookery Bay Reserve is planning hydrology improvements in some of these areas. Happy to help

- Bike lanes adjacent to major thoroughfares do not seem very safe. Cars travelling 50, 60, 70 or higher mph with just a few feet of you are very unsettling. It is frustrating that the multiuse trails are not consistent on roadways like Collier Blvd and Tamiami Trl.
- There is too much traffic on Marco, especially during season. Hoping more bike lanes would reduce congestion and accidents.
- More education is needed for out-of-state visitors. Flashing crosswalks are a big help, thank you
- If bikes were a mode of transport - there are still way too many cars on the road to make biking safe
- Collier, in general, is not a highly adaptable area for significant change with a master plan. Certain areas where cycling is more prevalent safer accommodations should be provided.
- To give people a true alternative to driving, we need a connected grid of separate bike paths. Car traffic is much worse on school days than on weekdays where CCPS is on vacation. Effort should be put towards increasing biking and walking to school. Keep track of who arrives by bike/walking and give out prizes for anyone who bikes/walks 80% or more of the school year? (Similar to attendance prizes) Whether you'd let your kindergartner ride their bike there should be the test for bike infrastructure. Bike lanes and sidewalks inches from 55mph traffic doesn't cut it. The part of the Immokalee Rd bike path that floods should be elevated, with drainage underneath. It's crazy that for most of Season, the path is unusable.
- Many of the "snowbirds" are not everyday bike riders. They rent bikes, but don't know what they are doing. They ride in the road and not on sidewalks, This is not Hilton Head or similar. Marco is not really a "Beach Town" it is a city with a beach.
- More and wider bike lanes to keep cyclists and power bikes off sidewalks
- This was a poorly designed questionnaire. It assumes that one's opinion of the needs of walkers and bikers is the same, when in fact they may not be. Questions could be answered differently if biking and walking needs were addressed separately.
- A pedestrian flyover walkover to connect the Greenway and Freedom Park over Golden Gate Parkway
- The Chokoloskee causeway path could really use some help.
- Collier between Fiddlers Creek to Marco needs a divided from traffic dedicated bike/pedestrian lane. Traffic speed is too fast. It's not safe to share the small shoulder of the road with fast moving cars.
- I like the wider paths that allow for biking and walking.
- Protecting multi-use paths would be best and get the most use. With the growth in Collier County, we need to find more ways to get cars off the roads.
- Please make it clearer that bicycles MUST follow traffic laws same as cars. Too many ignore stop signs and traffic lights. It is so dangerous for cars. Car drivers will get blamed for any accident.



- We need a separate slow-moved vehicle infrastructure to get people out of cars
- Improving walkability / bike ability in Collier County is good for our health, our environment and our image.
- Keep powered bikes and skateboards off the sidewalks so us walkers can walk in piece. We walk about five miles a day and someone is going to get killed by an electric bike or skateboard. They go past us doing 25 mph. It's ridiculous. We have bike lanes on Winterberry and San Marco but hardly anyone uses them. The regular bikes can go in the bike lane to pass us walking and jump back on the sidewalk. That would be fine, but they don't think to do that. They want us to move for them.
- We need clear effective education about rules for the public. Pedestrians don't want to share the shared sidewalks and cars can't stay away from the thin white line on the road. So we are to choose to possibly get kill from a car or get verbally abuse and bully on social media sites by pedestrians.
- Thanks for your efforts. Looking forward to more!
- Did the prior survey that was sent out in 2023 by Collier County have any projects completed from the results? Will the results of this survey be used for any projects to be implemented?
- Try to design more dedicated trails connecting key locations. Also...add to #8...advantage would be less cars on the road
- Add more dedicated bike & walking trails separate from streets
- Motorized types of transport should NOT be allowed on sidewalks. They move too fast and do not stop at intersections. They are a hazard to pedestrians and drivers.
- More shared use sidewalks and bicycle education around use of bells
- Keep bikes OFF the streets. They also need to follow all the rules if they're going to drive or ride their bike on the street. People on bikes seem to think they have the right of way all the time and don't even look or stop at red lights or use the crosswalk and that's what causes them to get hit
- E-bikes riders are moving too fast to be on sidewalk. The time I spend walking has decreased each week.
- I want to explain why I chose "poor" for #9. It's not that the roads are in bad shape. But the amount of roads and lanes has not kept up with the amount of growth and traffic, especially in GG Estates. Wilson Blvd needs to be extended to 951 right away, for instance. The Vanderbilt extension needs to be fast tracked. I75 needs to be opened to the public at Everglades Blvd. And the timing of the lights all over Greater Naples needs to have a consultant brought in to get it right. The timing is frustrating.
- The infrastructure in Collier county cannot afford any more building of houses and new communities. It has become very unsafe for runners, bikers and walkers. Driving is unsafe here - the roads are too overcrowded
- Biking paths should be wider, so cyclists feel safer and stay off the sidewalks.
- Biking would never replace driving for my. I bike for exercise and pleasure.... I drive out of necessity ...shopping ...appointments etc.



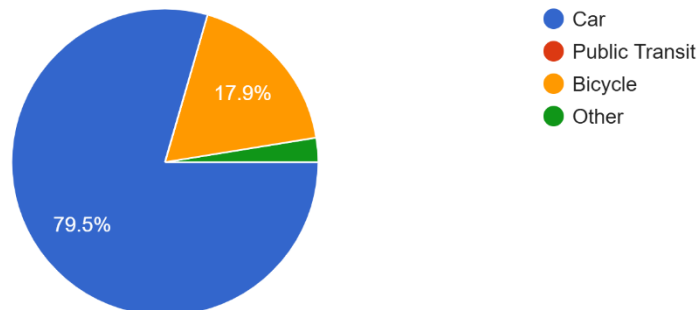
- I won't ride my bike in bike lanes on a busy road. We need more shared path sidewalks that are away from car traffic. we also need more public transportation so people can take a bus or trolley up and down collier Blvd.
- I will not bike on the roadway due to safety concerns
- Figure out how to have drivers pay attention and drive better. That's the biggest problem.
- Needs to be more biking friendly
- BIG signs = Bikers on the roadway MUST obey the rules of the road, especially stop signs. BIG signs = bicycle paths are NOT for joggers. BIGGEST signs = Walk bikes over bridges = head car collision avoidance.

Public Survey 1: Committee

Section 1 – Preferred Mode of Transportation

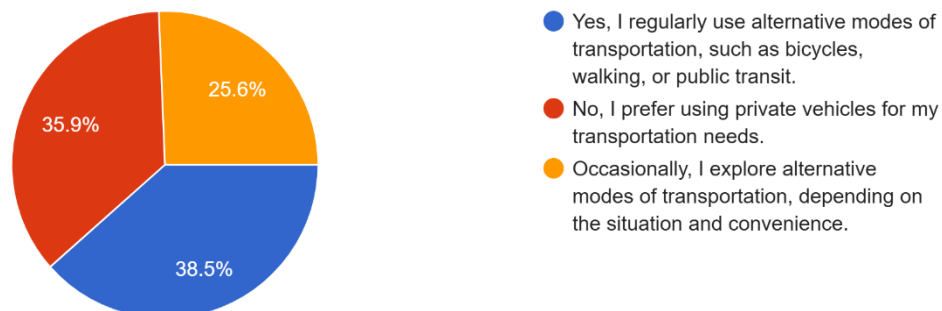
1. What is your primary mode of transportation for daily commuting?

39 responses



2. Have you considered using alternative modes of transportation, such as bicycles, walking, or public transit?

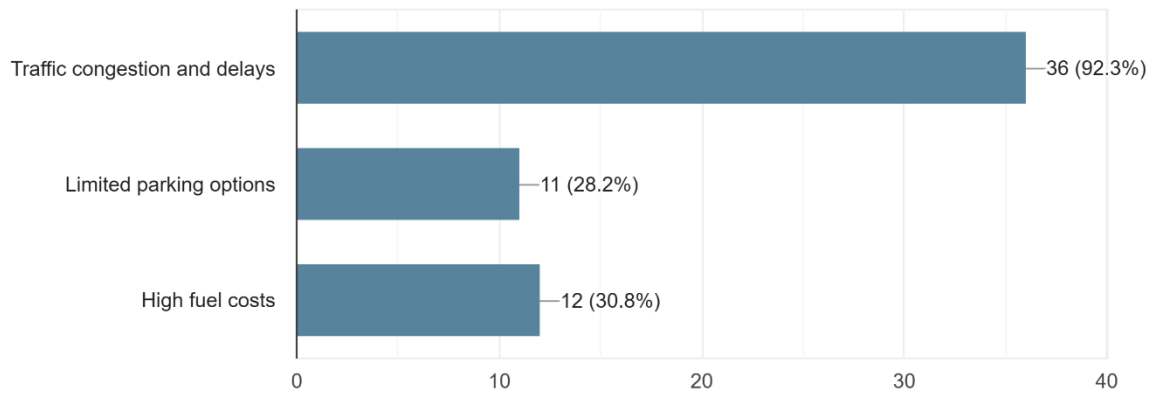
39 responses





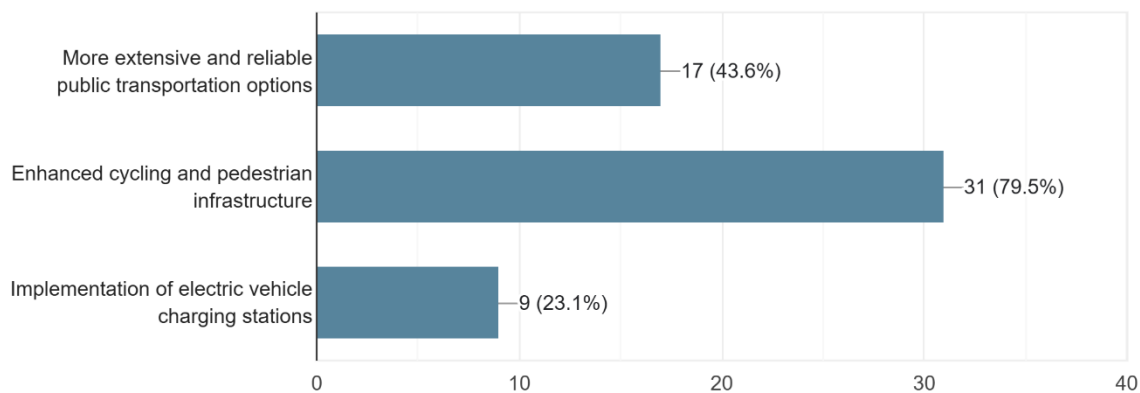
3. What challenges or obstacles do you face in using your preferred mode of transportation?

39 responses



4. Are there specific improvements or additions to transportation infrastructure that would encourage you to switch to a different mode of transportation?

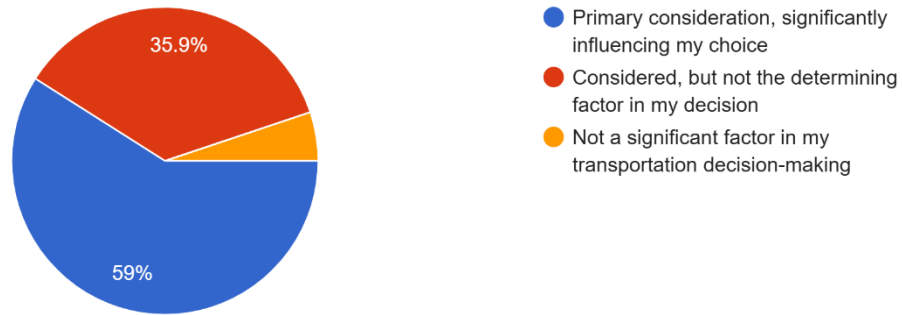
39 responses





5. What role do safety and security play in your decision to choose a particular mode of transportation?

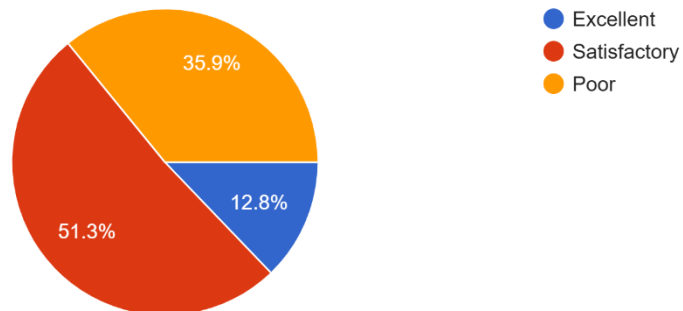
39 responses



Section 2 – Existing Facilities

1. How would you rate the current condition of sidewalks and pedestrian pathways in your community?

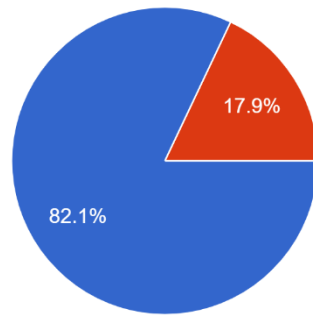
39 responses





2. Are there specific areas in your community where you believe improvements to sidewalks or pedestrian pathways are needed?

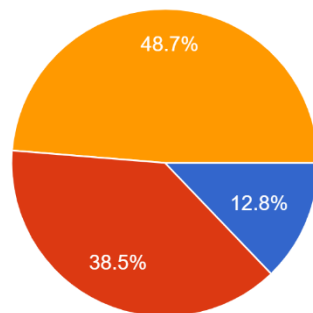
39 responses



- Yes, there are noticeable areas that require sidewalk or pedestrian pathway improvements
- No, I believe sidewalks and pedestrian pathways in my community are in good condition
- I'm unsure or have not paid attention to the condition of sidewalks and pedestrian pathways in my community

3. What is your opinion on the availability of bike lanes and cycling infrastructure in your community?

39 responses

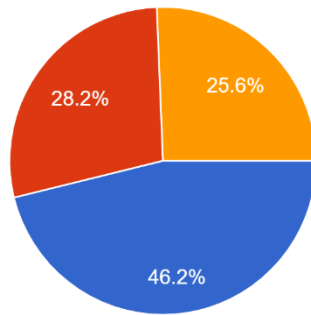


- Excellent - There are well-maintained bike lanes and extensive cycling infrastructure
- Adequate - There are some bike lanes, but improvements could be made to enhance cycling infrastructure
- Poor - The availability of bike lanes and cycling infrastructure in my community is insufficient and needs significant improvement



4. Are there areas in your community where you feel there is a lack of adequate lighting, making walking or cycling unsafe during certain times of the day?

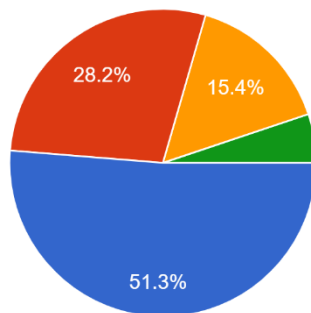
39 responses



- Yes, there are areas with inadequate lighting that make walking or cycling unsafe
- No, I feel that lighting is sufficient in all areas of my community
- I'm unsure or don't have a strong opinion on the adequacy of lighting in my community.

5. Are there specific recommendations or changes you would like to see in the existing transportation facilities to better meet the needs of the community?

39 responses

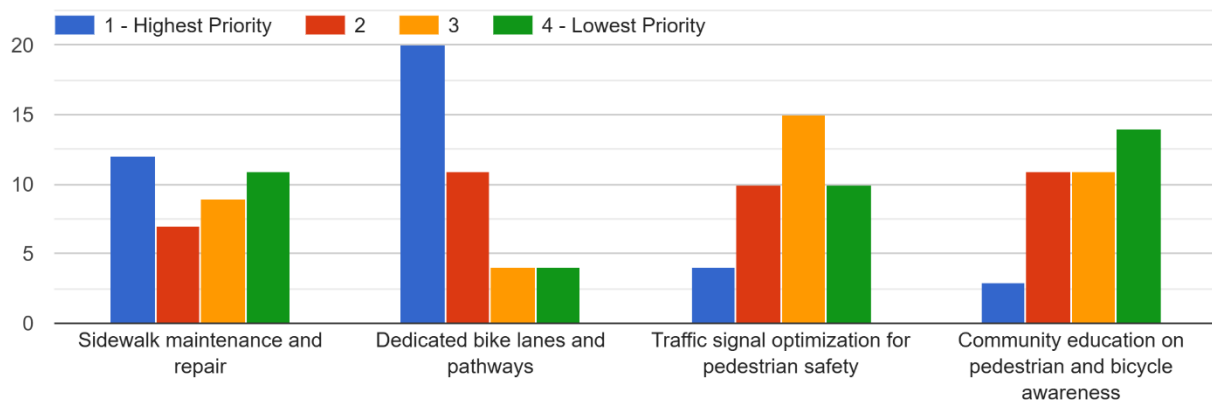


- Yes, expand bike lanes and pedestrian pathways
- Yes, implement traffic calming measures to enhance safety for cyclist and pedestrians
- No, current facilities meet community needs adequately
- Unsure, further assessment and community input needed



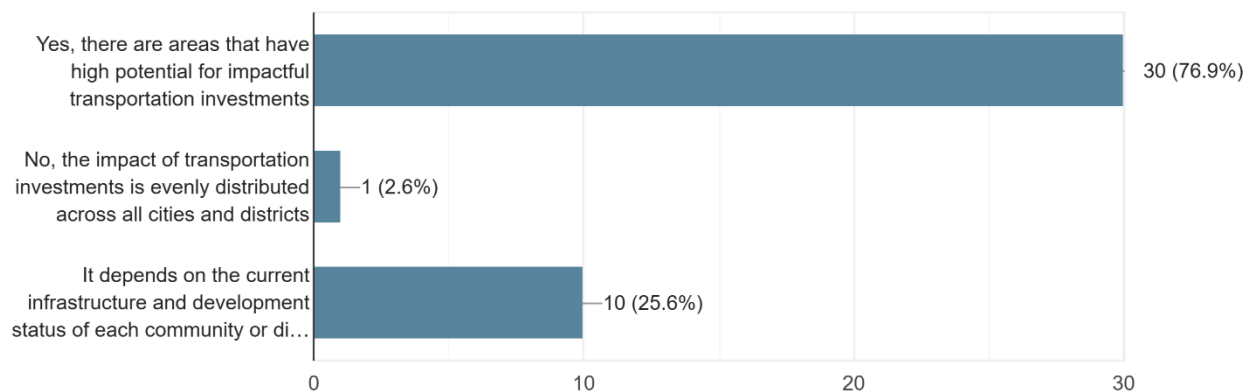
Section 3 - Priority Areas

1. In your opinion, what are the priority areas in your community that should be focused on for improving pedestrian and bicycle infrastructure?



2. With the primary goal of enhancing accessibility and reducing traffic congestion, are there specific areas within the county where you believe i... facilities would have the most significant impact?

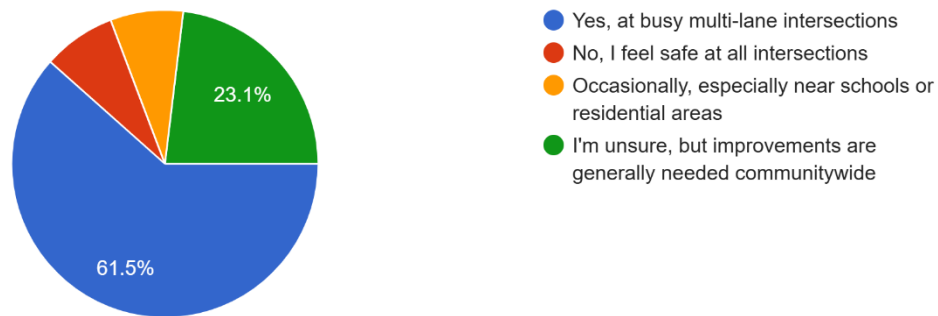
39 responses





3. Are there particular intersections or crossings where you feel urgent improvements are needed to ensure pedestrian and cyclist safety?

39 responses



If you said "Yes" to Question 3, please specify which intersections or crossings:

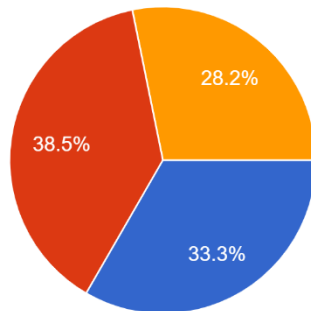
- San Marco/Barfield
- Goodlette and Pime Ridge, where right turn lane does not stop. So horrid to try to ride a bike through these types of curved lanes that do not require cars to stop. Too many frightening experiences to list! All these similar turn lanes are problematic.
- Collier and 41
- Really no specifics but there's got to be something done about cars running yellow and red lights
- NO Right turn on red with ped in crosswalk Need to remind drivers to yield to peds in crosswalk
- All intersections of Collier BLVD south of HWY 41, HWY 41 and SR 92, HWY 41 and SR29
- Livingston and Radio Road intersection
- Winterberry and Landmark
- All crossings of Rt 41; Major east/west roads up and down Rt 41
- Collier & Barfield on Marco, Collier and 41
- Vanderbilt beach v 41. Cars don't see when walking signal changes
- Goodlette rd. between pine ridge and orange blossom
- I think the certain areas of Golden Gate and Naples Manor need improvement, especially when comparing them to other nicer areas of Naples.
- They are all dangerous. Most won't cross the street unless they are in a car.
- Any Tamiami Trail or Immokalee road pedestrian crossing
- 91st Street and Vanderbilt Drive
- Livingston rd. and veterans memorial Blvd.
- Collier/Vanderbilt Beach Rd... Immokalee /Randall...Golden Gate/Everglades Blvd
- Vanderbilt Beach road and US 41
- Immokalee- Logan, Collier & Preserve



- Vanderbilt & Airport
- Intersections and drives along Pine Ridge Road.
- Us41 & 3rd Ave S, Naples; Goodlette & 3rd Ave. S, Naples
- Hwy 41 at 5th Ave.
- Collier Blvd and Barfield

4. Do you believe there are equity considerations that should influence the prioritization of transportation improvements in different parts of your community?

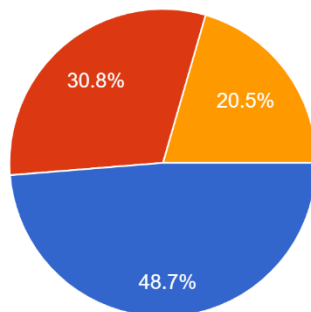
39 responses



- Yes, equity considerations should play a significant role in prioritizing transportation improvements
- No, equity considerations are not relevant when prioritizing transportation improvements
- Partially, equity considerations may be considered, but other factors should take precedence

5. What is the primary corridors or routes that you consider crucial for improving overall connectivity for pedestrians and cyclists? Depending on your selection below, please specify which corridor or routes.

39 responses



- Specific corridors and routes should have designated pedestrian cyclist paths which are essential for connectivity
- Any route can accommodate pedestrians and cyclists equally
- Only major corridors should prioritize pedestrian and cyclist connectivity



If you said "Yes" to Question 3, please specify which intersections or crossings:

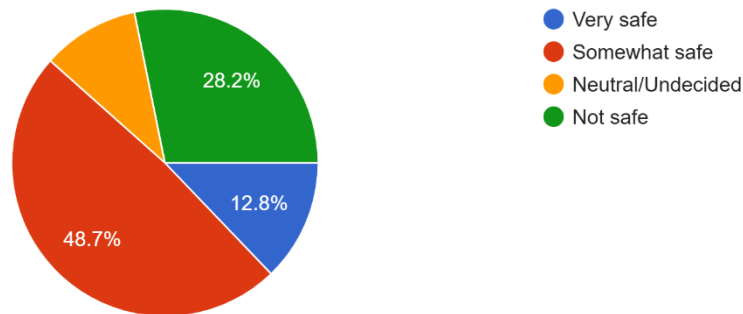
- All major north/south and east/west on Marco. Sandhill should be included.
- All major collector streets should have a wide bike trail
- 951 - Jolley Br to 41, 92 Goodland Br to 41
- Collier Road and 951. On 951. They'll be more apartments and condos therefore more traffic, it's already bad.
- US 41 East and Airport pulling Rd in between Davis Blvd and US 41 E. People in median behind trees get on Cat Bus, peds crossing not crosswalks, motor bikes going the wrong direction, Bike riders without lights at night riding in the wrong places...It difficult knowing where they are when driving. I'm not sure if training would help.
- SR 92 from Goodland to HWY41; SR 29 from Everglades City to Immokalee, HWY 41 from SR 92 East to county line with Miami-Dade County
- Bicycle lanes on Collier south of I-75 are not viable. 3 lanes of high-speed traffic right next to the bike lane is frightening. From Business Circle South to Tamiami Trail there is a nice bike oath off the road. But it does not go North from Business Circle, and it does not go south towards Marco Island.
- All along Collier
- OLD 41 - needs walk/bike path
- Need better way to get north and south outside Naples city limits. Need better ways to get east/west into Naples.
- Major roads, like Tamiami Trail, Livingston Road, Airport Road, Goodlette Rd
- Santa Barbara between Pine Ridge and Golden Gate Pkwy
- N/A
- Logan/Bonita Beach Rd... Pine Ridge Rd/Logan...Santa Barbara/Pine Ridge Rd
- Immokalee Rd
- Vanderbilt Drive
- Immokalee Road - 41 to collier
- Too many to list, arterials both North/south and East/West that run parallel with the main roads utilized by motor vehicles
- Collier (951) from Barfield to Rt 41 and San Marco (92) from Goodland to Rt. 41



Section 4 – Safety

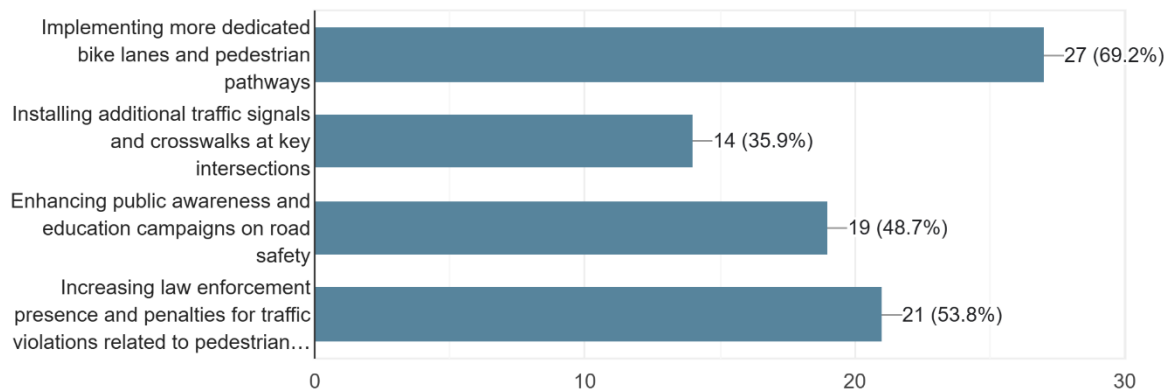
1. How safe do you feel when walking or cycling in your community, especially during different times of the day?

39 responses



2. What specific measures or improvements do you believe could enhance safety for pedestrians and cyclists in your community?

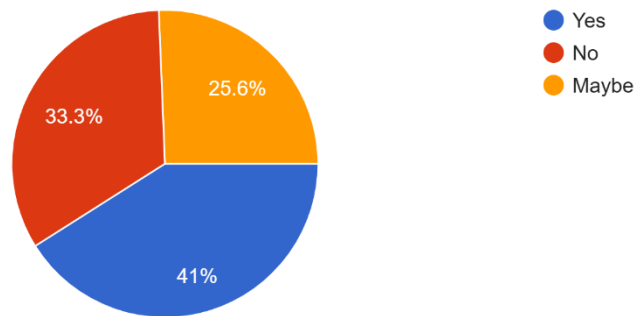
39 responses





3. Are there intersections or road crossings where you feel additional safety features, such as traffic signals or crosswalk enhancements, are needed? If s...ify locations of intersections and road crossings.

39 responses



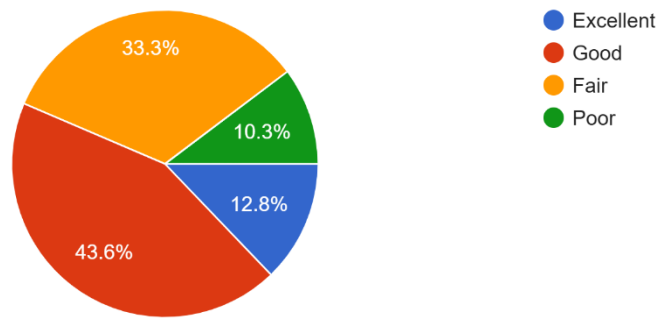
If you said "Yes" to Question 3, please specify which intersections or road crossings:

- Both ped crossing and bike crossing lights at curved right turn lanes. Many in Collier County.
- In Florida the marking at intersections fade, Cross walks and stop bars need to show
- Crossings of Rt 41 need elevated crossings periodically
- Collier and Barfield on Marco
- On Golden Gate pkwy near 75 by CenterPoint church.
- Mercato area
- Add more lighting and sidewalks to long key roads.
- It is scary crossing any intersection even from your community to a plaza
- Drivers don't heed crosswalk signals that exist
- Any intersection where pedestrians can cross, NO RIGHT TURN signal for cars
- 91st and Vanderbilt Drive
- Livingston road and Veterans Memorial Blvd
- Immokalee - 75, Logan, Collier. Fix bike path between Logan & Preserve. Been underwater for nearly a year.
- Pine Ridge and 41. Also any intersection that requires a pedestrian to stand on a pedestrian island.
- Collier Blvd and Barfield, Barfield and San Marco



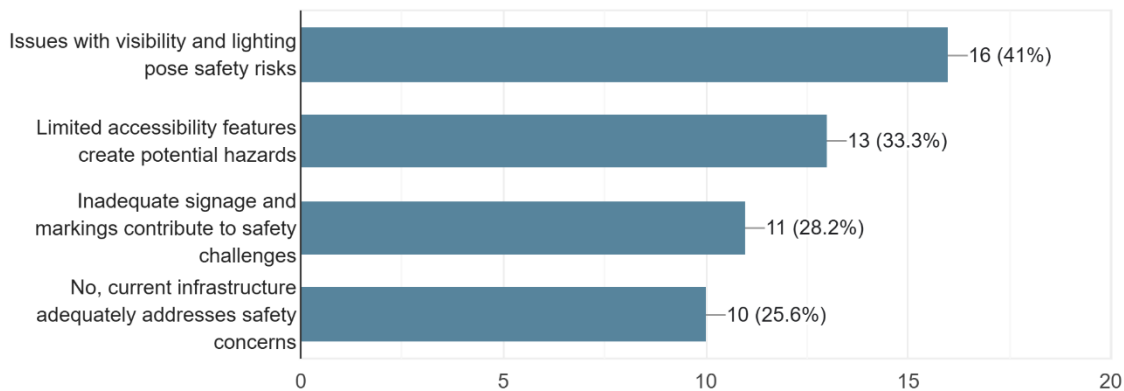
4. How would you rate the visibility and condition of street lighting along pedestrian and cycling routes in your community?

39 responses



5. Are there specific safety concerns related to the design or maintenance of existing pedestrian and cycling infrastructure that you would like to highlight?

39 responses

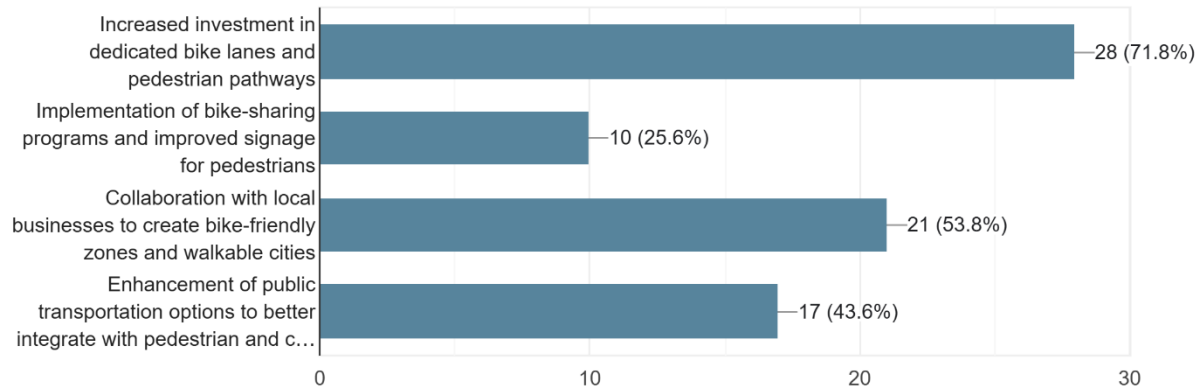




Section 5 – Future Goals

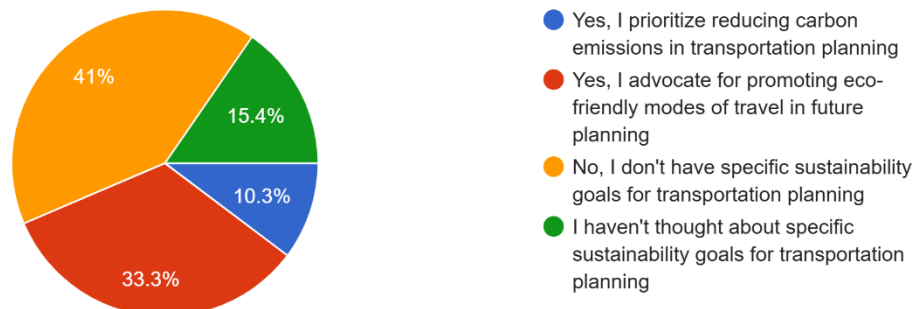
1. What are your aspirations for the future development of pedestrian and bicycle infrastructure in your community?

39 responses



2. Are there specific sustainability goals you would like to see incorporated into future transportation planning, such as reducing carbon emissions or promoting eco-friendly modes of travel?

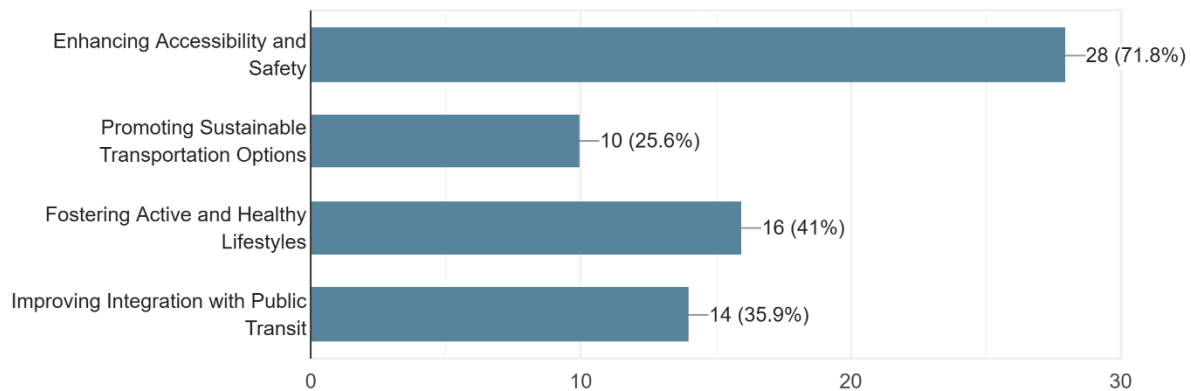
39 responses





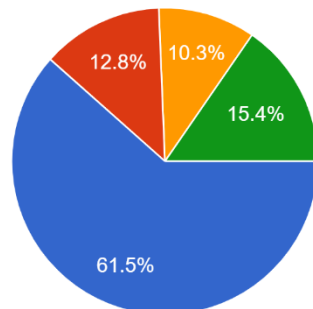
3. In terms of connectivity, what goals do you have for creating seamless pedestrian and cycling networks within your community?

39 responses



4. Are there specific targets or benchmarks you believe should be set for increasing the overall walkability and bike-ability of your community?

39 responses

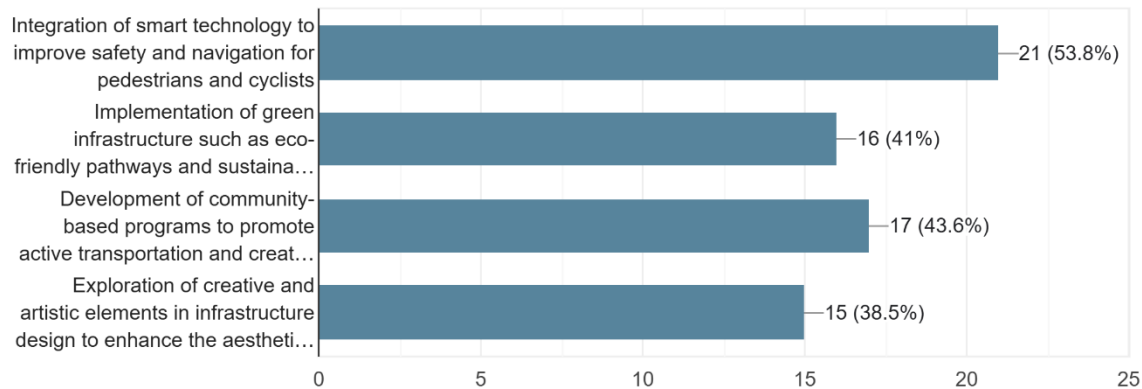


- Yes, I believe setting specific targets is crucial for improving walkability and bike-ability
- No, I think the current conditions are sufficient, and specific targets are unnecessary
- I'm unsure, and further evaluation is needed to determine the appropriate t...
- It depends on community input and engagement to decide on specific wal...



5. Are there any innovative ideas or concepts you would like to see explored in the future to enhance pedestrian and bicycle infrastructure in your community?

39 responses

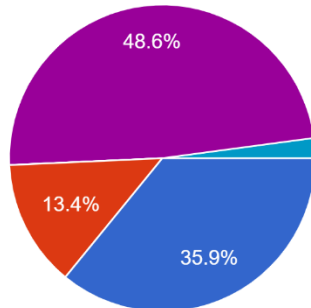




Public Survey 2

Which area of Collier County do you live in?

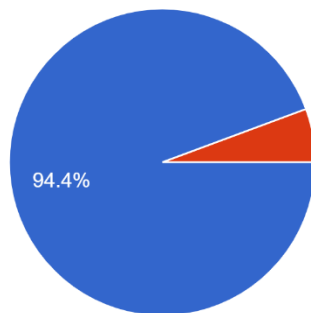
142 responses



- City of Naples
- City of Marco Island
- Everglades City
- Immokalee
- Unincorporated Collier County
- I don't live in Collier County

Have you ever used any bicycle or pedestrian facilities (e.g., bike lanes, shared-use paths, sidewalks) in your community?

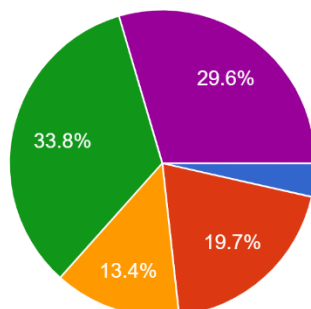
142 responses



- Yes
- No
- Not sure

How satisfied are you with the current bicycle and pedestrian infrastructure in your community?

142 responses



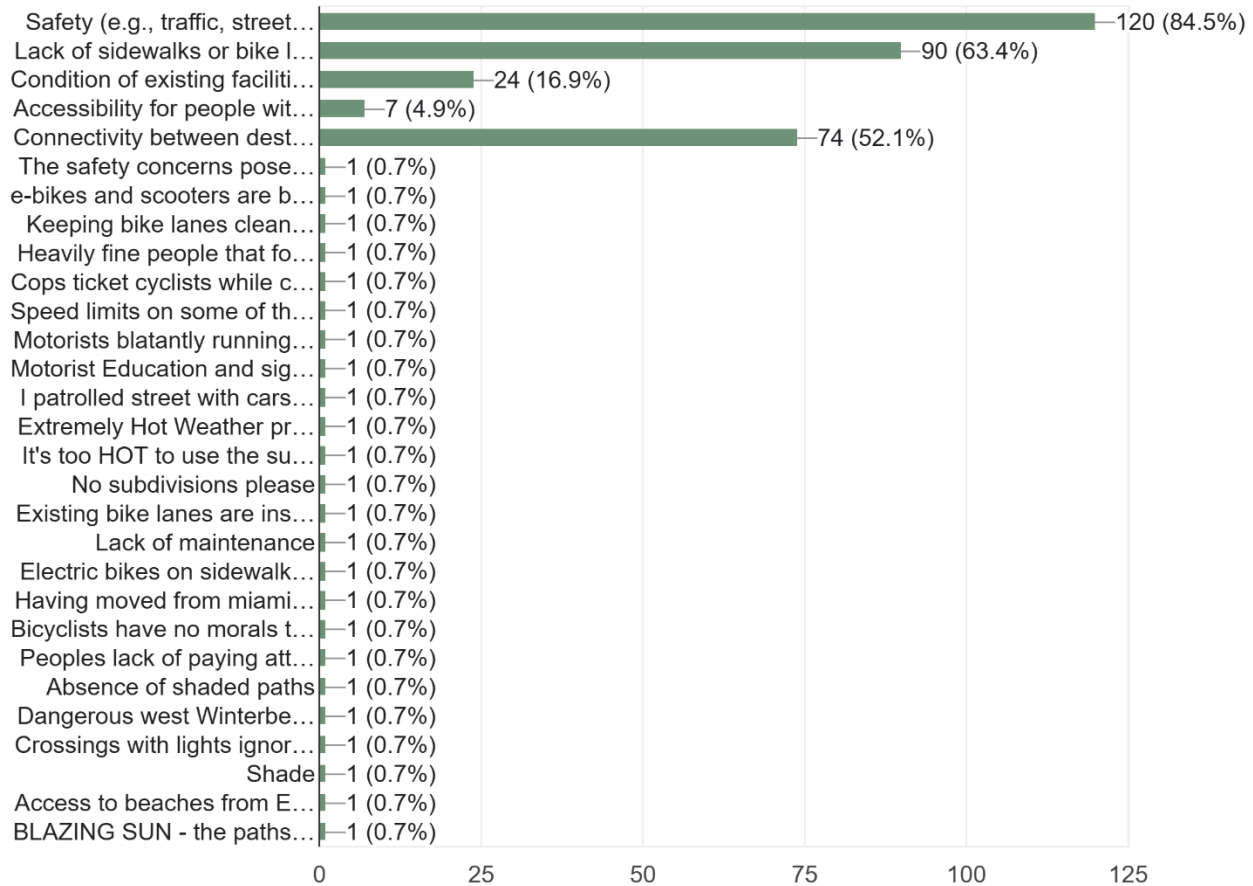
- Very satisfied
- Somewhat satisfied
- Neutral
- Somewhat dissatisfied
- Very dissatisfied

COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN

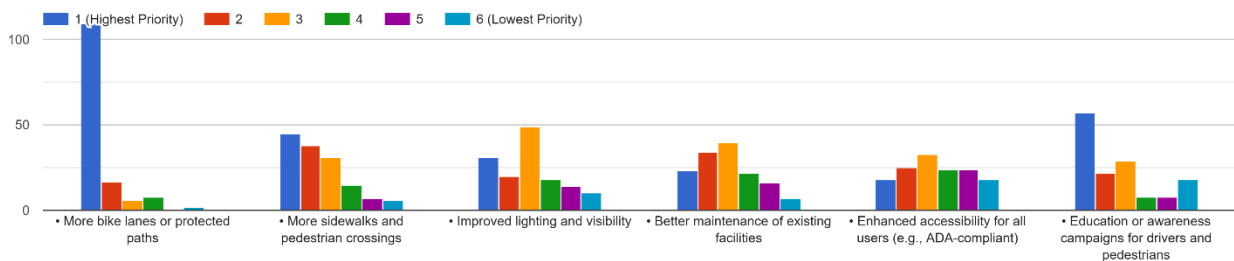


What are your biggest concerns regarding biking and walking in your community? (Select all that apply)

142 responses



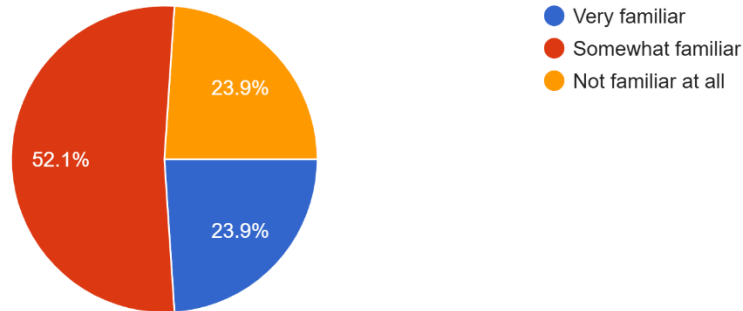
What types of improvements would you prioritize for making your community more bicycle- and pedestrian-friendly? Please rank the following in order of importance, from 1 (Highest Priority) to 7 (Lowest Priority):





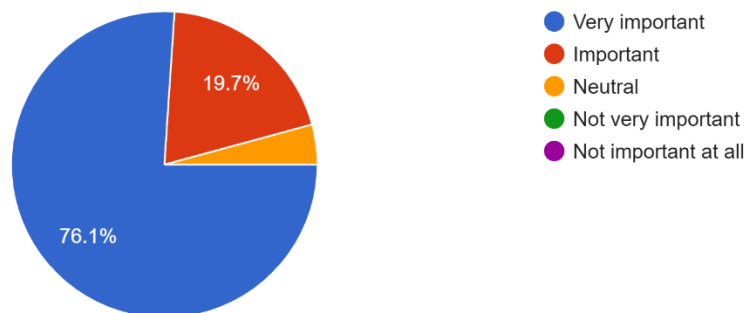
How familiar are you with the concept of a Bicycle-Pedestrian Master Plan?

142 responses



How important is it for you that the plan includes input from the public?

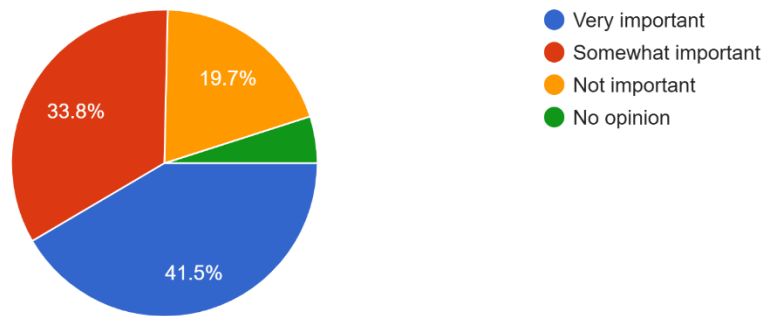
142 responses





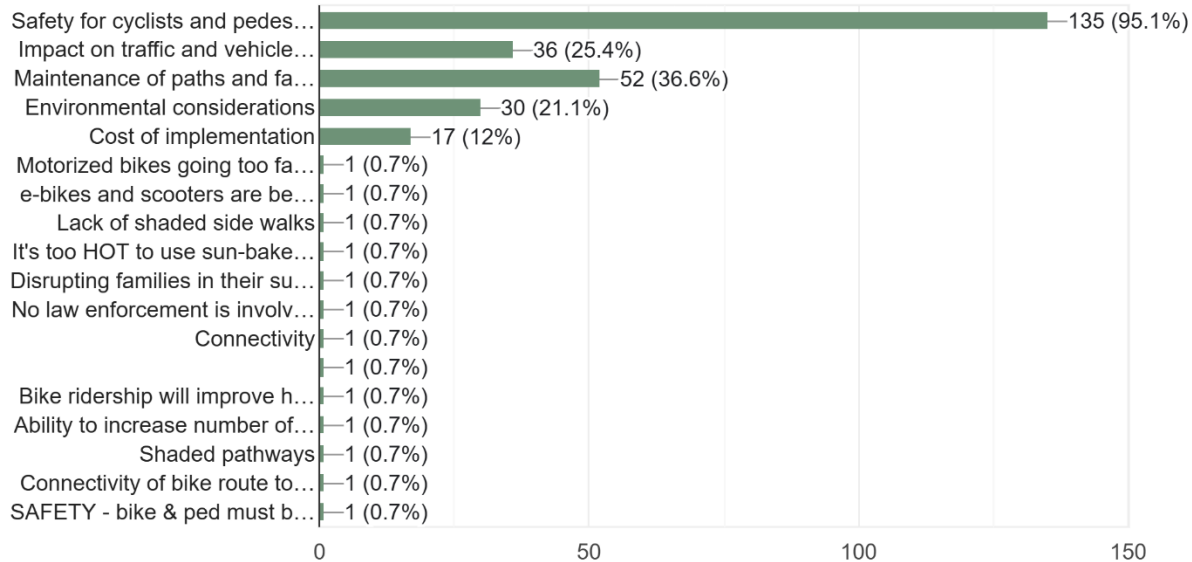
How important is it for the Bicycle-Pedestrian Master Plan to include connections to public transit or micromobility options (e.g., scooters, bike-sharing)?

142 responses



What are your main concerns regarding the development of the Bicycle-Pedestrian Master Plan?
(Select all that apply)

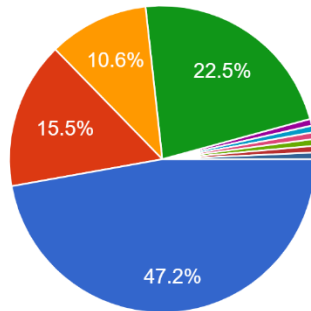
142 responses





How would you prefer to see the plan structured?

142 responses

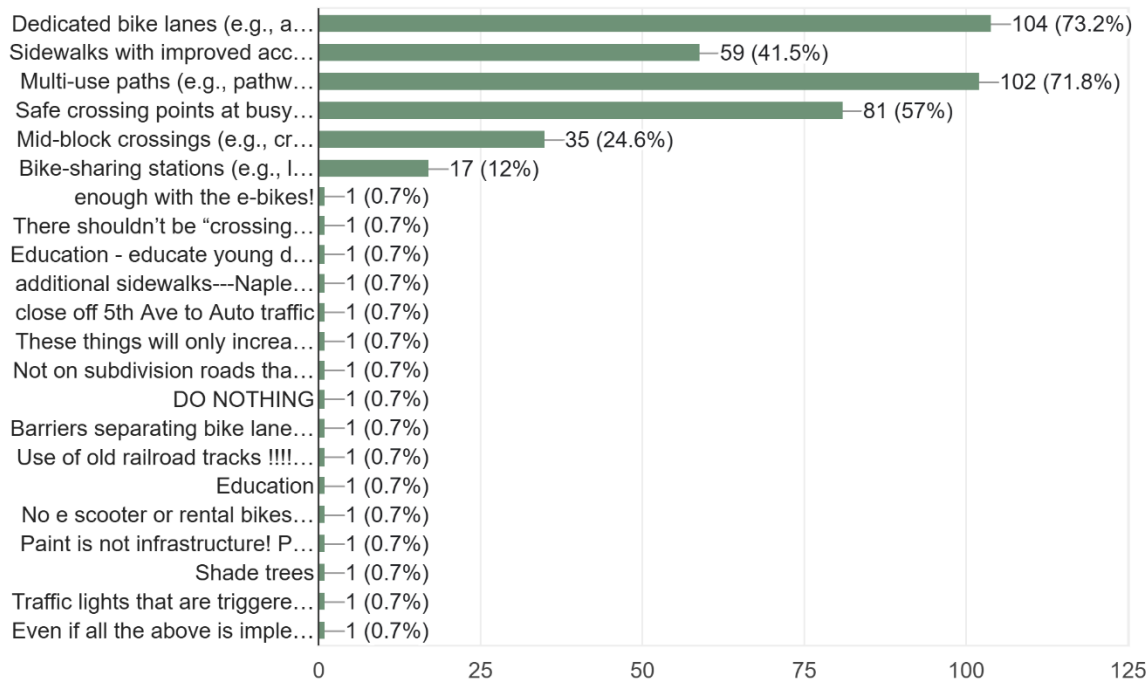


- Focus on improving safety and access...
- Focus on expanding connectivity to ke...
- Focus on encouraging more people to...
- Balanced approach addressing all asp...
- Restrictions for motorized bikes.
- Of course safer is better and A FEW...
- Do not go through subdivisions
- Do NOTHING

1/2

What types of bicycle-pedestrian facilities do you believe should be prioritized in the plan? (Select all that apply)

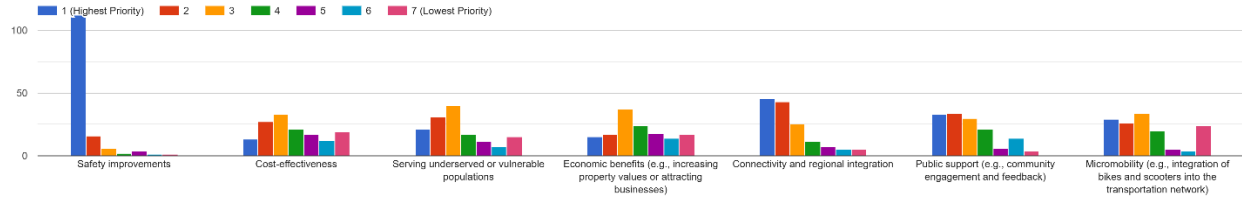
142 responses



COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN

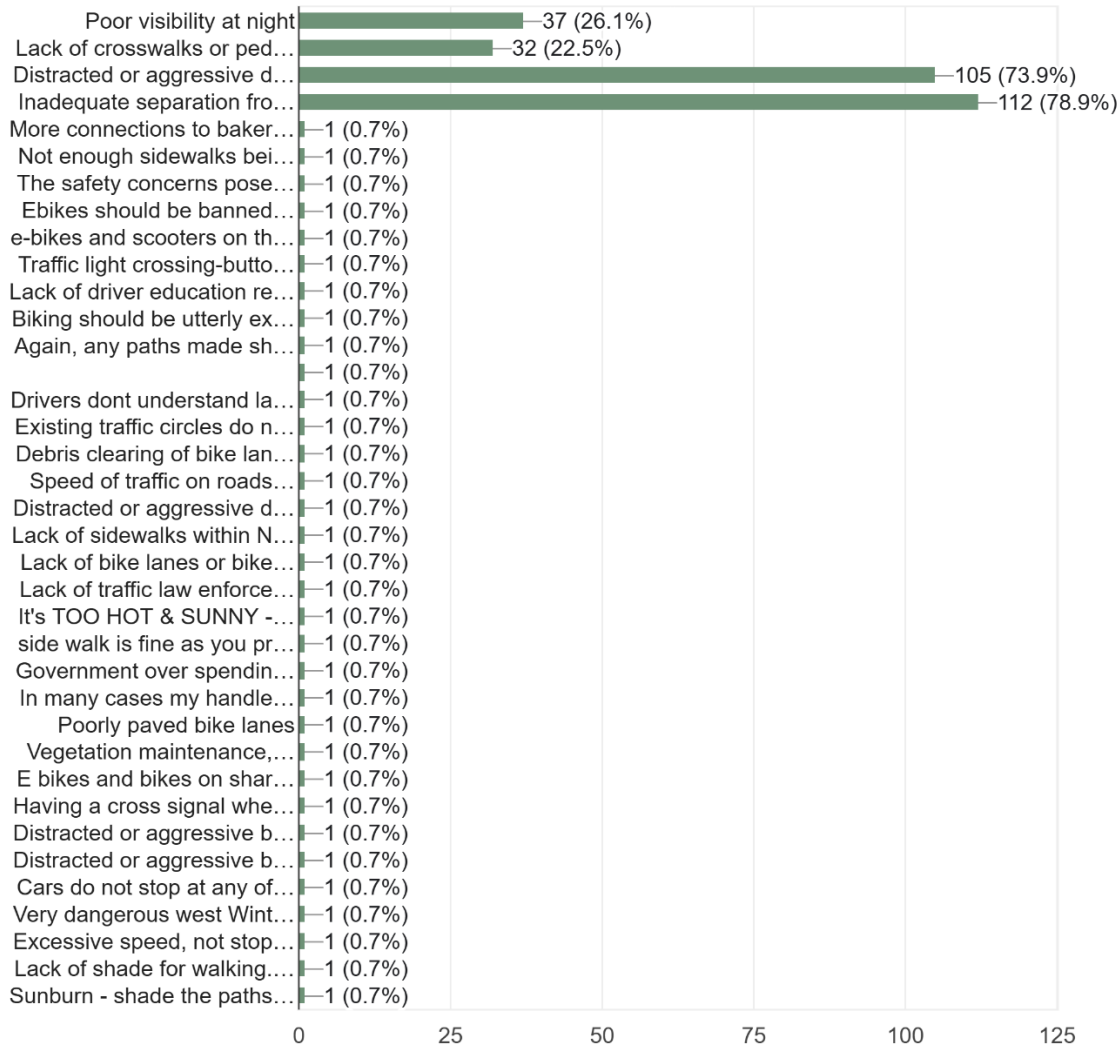


What factors should be prioritized when selecting projects for implementation? Please rank the following factors in order of importance, from 1 (Highest Priority) to 7 (Lowest Priority):



Do you have specific safety concerns related to biking or walking in your community? (Select all that apply)

142 responses





Are there specific locations in your community that you believe need immediate attention for biking or walking improvements?

- More connections to Baker & Greenway Park from the north west side of the airport on Corporate Flight Dr in order to make it easier for nearby neighborhoods, schools, even nearby business to access the parks.
- Airport Pulling Road and Rattlesnake Hammock
- No. All over it is dangerous to cycle
- Yes, along Collier Blvd north side
- Livingston Road bike lane needs resurfacing. It has tremendous heat warp
- Yes, we need to do something regarding regulations and enforcement of motorized bikes and scooters that go too fast for the other traffic like regular bikes and walkers on the sidewalks.
- Barfield Rd east of Collier
- The San Marco Road bike lanes are completely overgrown with grass. It has made biking on this road dangerous, especially in the rising or setting sun. The City and current bike committee has failed in making our bike lanes safe.
- East west sidewalks in Naples Park and added bike lanes.
- East to west bike lanes
- On Recreation Lane (34116) there are several sections of multi-use path that come very close to the road. I have seen distracted drivers run slightly off the road and they are less than 3ft away from pedestrians with strollers, children, dogs, etc. Simple plastic/rubber barrier sticks at these locations would bring awareness to the drivers. I stopped using the section due to lack of safety.
- There are sidewalks around the city that need maintenance. If someone does not report them then it remains the same. Homeowners are responsible for the sidewalks in front of their property on Marco.
- Rt. 41 needs a barrier separating bike lanes from vehicle traffic.
- Port Of The Islands
- Barfield and San Marco Blvd.
- All of 10th St N in the Design District, and Bayfront and Goodlette traffic light crossing-button responsiveness.
- Lack of bike lanes at either end of the Rich King Memorial Greenway
- 41 corridors. Shading of walkways, bikeways
- Livingston Road (bike lane is like a washboard); Better protection along Vanderbilt Beach Road (fast traffic too close to bikers); San Marco Road (need protected bike lane)
- Any major roadway lacking proper bicycle lanes.
- Anywhere there isn't a bike lane
- along US 41
- 41 should have a protected bike lane.
- Vanderbilt Drive speed limit is too high. This is a road that many people cycle on to get towards the beach and is not safe.
- I would like to see more multi-use paths connected throughout the Island
- Any major roadway not having suitable bicycle paths. Crosswalks at intersections with no traffic signal needs flashing lights with person enters crosswalk, i.e. Seven Seas & Logan. Enforcement of traffic laws by local police.



- Logan Blvd (between Pine Ridge Rd and Golden Gate Pkwy) - Needs a bike lane 2) Green Blvd (between Logan and Collier Blvd) - Needs a bike lane 3) Better traffic circle design: <https://bicycledutch.wordpress.com/2015/10/13/explaining-the-dutch-roundabout-abroad/>
- East and South Naples
- The east trail is always littered with nails & screws that I find on my daily commute from Lely to NCH. Specifically, the bridge by tin city often and the stretch just past that Lamborghini dealership is damn near all gritty gravel for a couple hundred yards. A different route home goes through baker park, behind the airport and finally heading east on Davis to Santa Barbara. The area by Home Depot has been a hot spot for nails & screws. I am just one person, and I find a ton of nails & screws (all documented on my Strava account) on my daily commute so this is my primary concern. These items found in the bike lane I am sure are in the road too, which has to be an ongoing problem with all the construction in the area. As a daily commute besides avoiding flats my safety is always my utmost concern. The bike lane on Bayshore has rumble strips between the bike lane and road. In a perfect world those would be a welcome addition on the East Trail & Davis IMO. It can be unnerving when during rush hour some motorists (at times) drift into the bike lane. Those rumble strips would undoubtedly help keep cyclists safe. To which we know more people moving into the area.... More people, more cars...and more people on bike inevitably. I'm also a recreational cyclist and would love nothing more than a safe bike path to Marco Island. The bike lane heading there is also frequently littered with debris the few times I did the ride. However, I hear about all the flats that other cyclists have via Strava. The debris problem is also common on 41 east of Collier. The last time I rode out to The State Park what bike path there was by the park was in poor condition. Any improvement would be welcome and thank you for allowing me to share some of my thoughts.
- US41
- Pine Ridge Rd!!!
- Pine Ridge and Granada (Neapolitan Way Shopping Ctr). Driver had to swerve to stop hitting me because he didn't see me and I was wearing a neon vest. Pine Ridge and 41. Collier and Immokalee. Airport and Vanderbilt.
- Add a bike lane to Logan Blvd south of Pine Ridge.
- Everywhere. Naples is the most dangerous place I have ridden a bike.
- sidewalks within Naples Park; connection within right of way from Crayton in Pelican Bay to Seagate
- Collier path just North of Hacienda Lakes Blvd (old The Lord's Way); path separated from traffic lanes from \$1 south along Collier to Marco Island; Extend path along 41 (east of Collier) to Collier-Seminole State park.
- Naples Park - kids and adults have been hit. And many near misses. Roads are very narrow.
- Golden Gate Estates
- rte. 41 adjacent path
- Logan needs a bike lane to connect to Bonita.
- Yes. Plant native trees that won't interfere much with utilities on either side of the Rich King path to turn it into a greenway. Not being next to a street, it's one of the few paths that can be shaded most of the day by having a row of trees on either side of it. Make it a linear native landscape park and you'll vastly increase utilization.
- Vanderbilt Beach Road to the beach
- Sidewalks and/or bike paths wider roads



- Vanderbilt Drive needs a bike lane.
- Vanderbilt drive
- US41 needs to have wider bike lane with flexible posts to protect and divide from vehicular traffic. Painting is not sufficient to protect my life. Regular street sweeping needs to be conducted for the bike lane. Too often it's covered in debris, glass, screws and other hazards.
- Collier south of Rte. 41; Collier north of Davis; Airport Pulling
- I strongly support the proposal to put a bike path along the county's Right of Way between the dead-end circle of Crayton R. on the north side and Seagate Drive.
- Vanderbilt Road, Livingston Road
- Collier Blvd needs dedicated bike lanes. Intersection of Landmark and San Marco is unmarked, and I have had several close encounters with vehicles there.
- Every street in Marco Island and Collier Rd. to Route 75
- Yes. Bald Eagle drive has no bike lane and is a main corridor same as Collier Blvd so for me half the island is inaccessible due to safety concerns. I ride 2000 miles a year so I am out there a lot. Also arrows pointing at 'stop bars' to get drivers attention that stopping before the sidewalk is mandatory would be helpful as many see the intersection as the stopping point putting pedestrians in harm's way
- Livingston from Immokalee road up to the Lee county line is very bumpy Gulfshore Blvd N bike lane is full of potholes Bonita shores road is missing huge chunks and full of pot holes
- Provide more scenic routes to include Picayune Strand
- San Marco Road between Goodland Bridge and Rt 41. 2) Southbound on Logan Blvd S from Napa Woods Way to Santa Barbara Blvd (there is no bike lane and no shoulder). 3) Rt 41 between San Marco Road and Rt 29 (both directions). 4) Oil Well Road between Immokalee Rd and Oil Well Grade Rd (both directions).
- Orange blossom between airport road and Goodlett
- Not in my community but in the community near Parkside Elementary (off 41 and collier, Texas Ave)
- Bald Eagle Drive - The side with the wide sidewalk. Bikes/E-bikes/Scooters speed dangerously fast on the sidewalk. Education on rules for tourists on bikes to use bell to indicate approach of pedestrian. It is SO bad and worse every year.
- Use of railroad tracking for bike riding!!! With areas to park cars to get onto atcha!
- Logan rd., crossing 41 N on a bicycle
- Better north / south bike lane connectivity
- Gulf Shore Boulevard S from South Golf Drive to 20th Ave S; a safe east-west/west-east crosswalk across Highway 41 between Central Ave and South Golf Drive to allow access to the Design District.
- Logan Blvd between Vanderbilt Beach and Green. No bike path
- It would probably be easier to list where improvements are NOT needed
- San Marco road from Goodland bride to hwy 41. Very dangerous. Collier road from Marco bridge through Marco island.
- Logan Blvd. connections to multiuse path. Also, connections to amenities like schools, parks, downtown districts and beaches.



- The new stretch of Logan between Immokalee Rd and Bonita Beach Rd was built with single lanes, hard curbs, and medians. Bad for cyclists and wildlife. Hard to comprehend that type of infrastructure being built with modern mentality.
- Every major road that uses bike lanes on the right - Golden Gate, Livingston, Collier, etc. The marked bike lanes on a busy 6 lane highway are not usable. I'm totally afraid to ride a bike next to a truck going 60mph and on the phone
- Bike lanes added to Radio Road, Logan, Pine Ridge
- Crayton Road and Belair Ln. Belair needs both side of the street side walked. Easement exist on the west side of Belair but are not used.
- Improved crossing safety on Collier, Rt 41 and similarly wide, busy roads. Pedestrian/bike tunnels or overpasses would be the ideal in strategic locations.
- Pine Ridge Rd
- Yes - west Winterberry Bridge.
- Any major roadway that does not incorporate a bicycle lane or bicycle lane that does not meet width requirements.
- So many...intersections, even with lighted crossing signs, ignored. The Crayton Road/Seagate intersection is beyond confusing. Crossing from Freedom Park to Gordon River Greenway - one must go to Bears Paw seems unreasonable. Bike lanes on many Collier County roads are ridiculously dangerous! Biking on 41 in bike lane is suicide. We need separated paths.
- Not sure if this has been addressed but private developers and home builders should be obligated to contribute to infrastructure as part of their developments to include bike lanes, sidewalks, storm sewers, streetlights etc. If the development is going to add additional traffic, there should be additional impact fees to help fund community infrastructure improvements. Many older neighborhoods and streets lack the afore-mentioned infrastructure.
- Lely resort
- Complete the rest of the Rich King Trail and get to Mercantile Ave. Do a regional plan for lane repurposing, because the vehicle travel ways on major roads are almost all oversized. Most of the six-lane roads won't miss two of the lanes.
- Rattlesnake Hammock Road
- Collier access to Paradise Coast sports complex
- Collier and Barfield
- LAND ACQUISITION NEEDS IMMEDIATE ATTENTION because there is almost not enough land left to make a world class bike/ped system (world class includes preserves/parks/greenways). Re-doing roads to make them bike/ped friendly can be done any time. But once the land is gone we can never make a world class bike/ped system in and around this Davis-Rattlesnake area. Inside the huge ~rectangle made by Airport Pulling/41, Davis (84), Collier Blvd., and Rattlesnake Hammock there are two land-oriented problems. FIRST, this E. Naples area Lacks Reasons to Even Get on a Bike/Ped Network - add a regional preserve/park. Yes, there might be one or two Conservation Collier lands and Eagle Park near the periphery but most people in this region can't get to a preserve/park within 10 - 15 minutes (and Sugden doesn't count because one must cross 72 lanes of traffic to get to it). SECOND, looking at East-West connections on your interactive map with all layers on except the public ones, you see when scanning North to South there are some large North-South spans that have no East-West connectors existing or planned. The ~rectangle noted above is one. IF action was taken quickly an East/West greenway connecting County Barn



Rd. to Collier Blvd. could still be made at just about the half-way point between Davis and Rattlesnake (=perfect). A long East West greenway gives many people to the N and S of it all along its length a destination, and it's also good East West commuting route - two birds, one stone.