

## Appendix 1 - Collier MPO Bicycle & Pedestrian Master Plan

### Environmental Justice Methodology

Like many coastal Florida Counties, Collier County is made up of a mix of high and low income households. The coastal areas tend to be made up of high income/high wage households, while inland, household income shows much more variation. Even within those areas, gated communities can skew income averages and mask need for services. The following methodology is proposed to analyze the need for bicycle and pedestrian facilities in Collier County.

The Environmental Justice (EJ) areas will be identified by analyzing five socio-economic factors from the U.S. Census Bureau's 2015 American Community Survey (ACS) 5-year estimates, which include:

- Percent of low-income households: low-income persons are defined as persons whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The 2015 HHS guidelines are presented in Table 1. For the purpose of this analysis, any household with an income at or below the threshold for a 4-person household (\$24,250) will be counted as low-income.

**Table 1: 2015 Department of Health and Human Services Poverty Guidelines**

Persons in Family/Household	Poverty Guideline
<i>For families/households with more than 8 persons, add \$4,160 for each additional person.</i>	
1	\$11,770
2	\$15,930
3	\$20,090
4	\$24,250
5	\$28,410
6	\$32,570
7	\$36,760
8	\$40,890

- Percent of minority population: percentage of the population that identify themselves as a race other than white or of Hispanic origin.
- Percent of population that does not speak English: percentage of people five years of age or older who identified as speaking English less than 'very well.'
- Percent of population who are older adults: percentage of population age 65 or older.
- Percent of zero vehicle households: percent of population without access to a vehicle.

An EJ area will be defined as a block group where the proportion of the population who identify as one of the above factors is meaningfully greater ( $\geq 10\%$  points) than the countywide percentage. The block groups will then be ranked "Low", "Medium", "High", or "Very High" based on how many EJ factors overlap within the block group. A more detailed description of the rankings are shown in Table 2.

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### Environmental Justice Methodology

**Table 2: EJ Rankings**

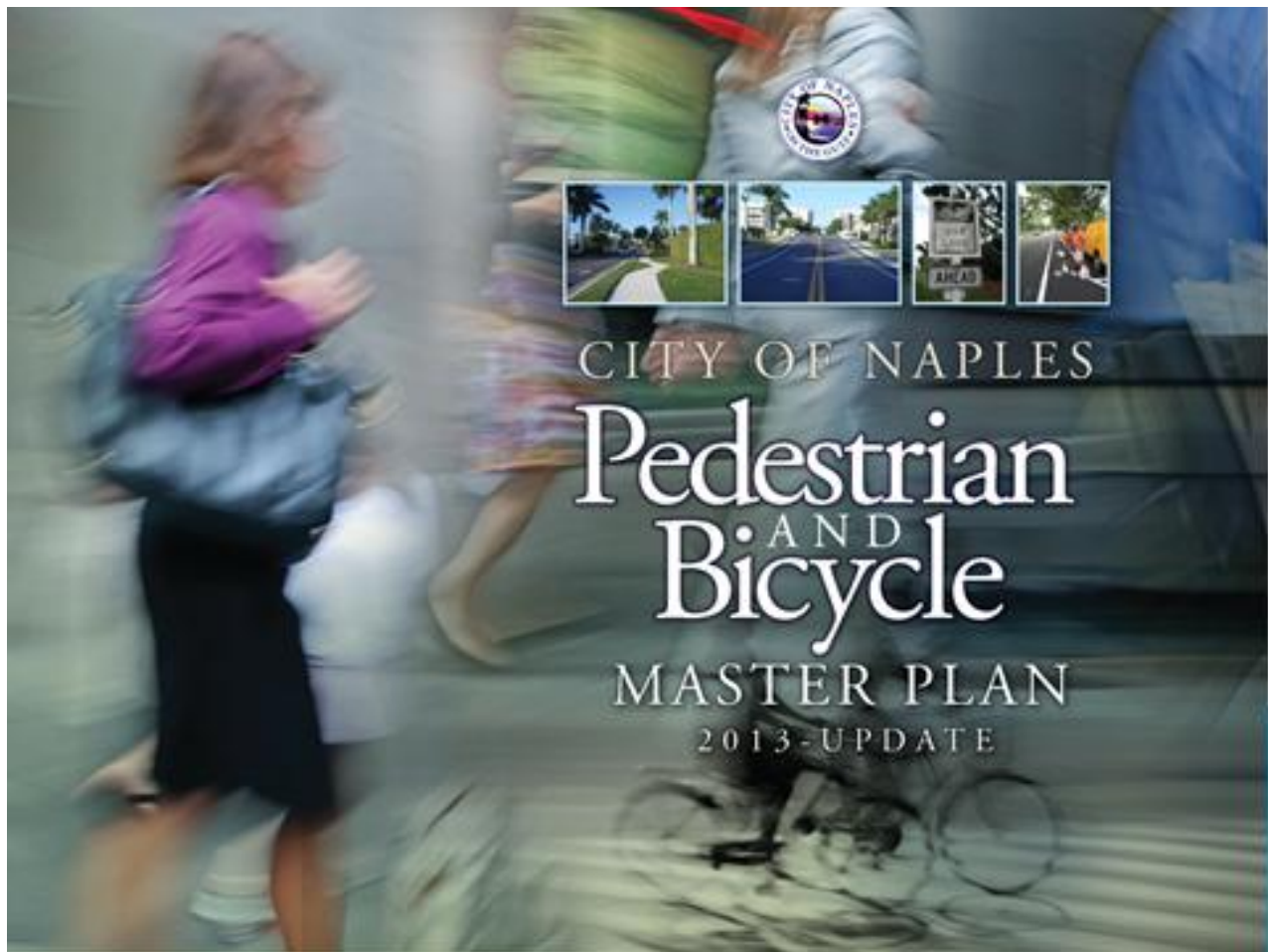
Rank	Description
Low	1 EJ Factor
Medium	2 EJ Factors
High	3 EJ Factors
Very High	4-5 EJ Factors

There is no uniform methodology for identifying EJ areas within a community, however, the methodology used for this plan was developed based on guiding principles from FDOT.

Once these areas have been mapped and reviewed with staff, existing and proposed bicycle and pedestrian facilities will be overlaid on the data. Analysis will be done to 1. Identify gaps in the system that may be impacting communities with less access to transit and auto transportation and 2. Ensure that facilities proposed (to fill gaps and new facilities) are prioritized with the increased need these areas may have in mind.

The results of the analysis were presented to the MPO advisory committees. Following Federal Highway Administration (FHWA) guidance, the local knowledge of the committees was used to further refine the results with some areas being added and some being subtracted.





## Pedestrian & Bicycle Master Plan Update

June 2013



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### PROGRAM SUMMARY: 5-YEAR GOALS & OBJECTIVES

PROGRAM	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	2018 & Out
Sidewalks	\$ 147,850	\$ 61,985	\$ 133,903	\$ 117,200	\$ 150,612	\$ 2,998,897
Bicycle Paths	\$ 3,500	\$ 75,000	\$ 2,500	\$ 5,000	\$ -	\$ -
Intersection Improvements	\$ 4,500	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	
Code Review & Update	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Enforcement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Education	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500
Wayfinding Signage	\$ -	\$ 15,000	\$ 15,000	\$ 15,000	\$ -	\$ -
<b>City CIP Total</b>	<b>\$ 156,350</b>	<b>\$ 152,175</b>	<b>\$ 153,903</b>	<b>\$ 156,255</b>	<b>\$ 153,112</b>	<b>\$ 2,999,397</b>
FDOT Projects	\$ 189,807	\$ 868,560	\$ 346,775	\$ 1,101,557	\$ 883,942	
<b>Multi-Agency Total</b>	<b>\$ 346,157</b>	<b>\$ 1,020,735</b>	<b>\$ 500,678</b>	<b>\$ 1,257,812</b>	<b>\$ 1,037,054</b>	

**NOTES:**

1. The Program Summary assumes a Capital Improvement Program Budget for implementation of the Pedestrian & Bicycle Master Plan of \$150,000 annually by the City of Naples Streets & Traffic Fund.
2. FDOT projects and expenditures are set by the Metropolitan Planning Organization in coordination with FDOT.

BICYCLE PATHWAYS: 5-YEAR GOALS & OBJECTIVES								Notes
Location	From	To	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19
Gulf Shore Blvd	Mooring Line Drive	20th Ave S	With Pavement Resurfacing + \$5,000 for Signs/Markings					Sharrow designation (pavement marking & signage) with no white edge line.
Crayton Road	Seagate Drive	Neapolitan Way	With Pavement Resurfacing + \$2,500 for Signs/Markings					Sharrow designation (pavement marking & signage) with no white edge line.
14th Ave North	US41	Goodlette-Frank Rd		\$ 5,000				Sharrow designation (pavement marking & signage) with no white edge line.
Fleischmann Blvd	US41	Goodlette-Frank Rd (Zoo/Gordon River Gwy)		\$70,000				8'-12' multiuse pathway on South side.
Central Avenue	10th St	Riverside Circle						Designate bike lanes with future CRA Streetscape Improvements
Central Avenue	6th Street	8th Street	With Pavement Resurfacing + \$3,500 for Signs/Markings					Designate bike lanes with pavement markings and signage.
3rd Ave S	US41	10th St	With Pavement Resurfacing + \$3,500 for Signs/Markings					Designate bike lanes with pavement markings and signage.
INTERSECTION IMPROVEMENTS: 5-YEAR GOALS & OBJECTIVES								Notes
Location	Project	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	
Various Intersections	Integrate Audible Devices for Visually Impaired	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	Cost per intersection is \$2,000. Audible sound can vary.
Various Intersections	Evaluate the Installation of a Color Box on Pavement for Bicyclist		TBD	TBD	TBD	TBD	TBD	To mark a safe location for bicyclists to occupy while obeying traffic laws.
Mooring Line Dr. @ Crayton Rd.	Wheel Chair Ramps, Truncated Domes, Ped Crossing Signals		Other CIP					Concurrent with replacement of span wire support with mast-arms.
Broad Avenue S @ 8th St. South	Wheel Chair Ramps, Truncated Domes, Ped Crossing Signals		Other CIP					Concurrent with replacement of span wire support with mast-arms.
Crayton Rd. @ Harbour Drive	Wheel Chair Ramps, Truncated Domes, Ped Crossing Signals				Other CIP			Concurrent with replacement of span wire support with mast-arms.
9th St. South @ 10th Ave South	Wheel Chair Ramps, Truncated Domes, Ped Crossing Signals					Other CIP		Concurrent with replacement of span wire support with mast-arms.
Goodlette-Frank Rd @ 14th Ave N	Monitor Pedestrian & Bicycle Movements	Annual Monitoring						Designating 14th Ave N as a bike route may increase intersection use.
Fleischmann Blvd @ Goodlette-Frank Rd	Coordinate with Collier County on Intersection Improvements	Ensure Safety & ADA Features in County Intersection						Collier County designing and constructing intersection improvements.
Goodlette-Frank Rd @ 5th Ave North	Add Street Lighting & Advanced X-ing Signage	\$ 2,500						
CODE OF ORDINANCE REVIEW & UPDATE: 5-YEAR GOALS & OBJECTIVES								Notes
Code Section	Recommended Change	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	
Sec. 50-181	Review sidewalk requirement for new single family home construction.				Staff time.			For streets without existing sidewalks and designated in the Master Plan, updated code would require payment into Sidewalk Fund.
Sec. 50-181	Review sidewalk requirement for substantial remodel construction.				Staff time.			
Appendix A: Fees & Charges	Increase existing \$32 fine for parking on a sidewalk/bike lane.				Staff time.			
Right-of-Way Manual	Review modify standards for obstructions within the ROW.				Staff time.			Review planting allowances for size and location.
ENFORCEMENT: 5-YEAR GOALS & OBJECTIVES								Notes
Department	Enforcement	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	
Police	Bicycle Stop Sign Violators				Staff time.			Warn and ticket bicyclists.
Police	Motorist Stop Sign Violators				Staff time.			Warn and ticket motorists.
Police	Aggressive Driving				Staff time.			Warn and ticket motorists.
Police	Safe Passing: Motorists Providing 3-feet to Bicyclist				Staff time.			Warn and ticket motorists.
Police	Bicyclists Obstructing Traffic				Staff time.			Warn and ticket bicyclists.
Police	Variable Message Boards				Staff time.			Messages targeting bicyclists and motorists (speed, stop signs, caution, etc.)
Code Enforcement & Police	Parking on Sidewalk and in Bike Lanes				Staff time.			Warn and ticket motorists.
Streets & Stormwater	Right-of-Way Obstructions				Staff time.			Maintaining line of sight. Adequate clear zone free of hazards.
EDUCATION: 5-YEAR GOALS & OBJECTIVES								Notes
No Parking on Sidewalk or Bike Lane	Landscape and construction companies.							Via Landscape certification program and when Building Permits are issued.
Bike Routes with Destination Points	Local and Visiting Bicyclists							NPC and Collier County Maps
Bike Safety	Children, Adults	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	Safety equipment distribution by Police Dept., NTV, Coordination with NPC.
City of Naples Master Pedestrian & Bicycle Plan	Residents, Businesses & Visitors						\$25,000	City Website, Social Media, Annual Budget Presentation
WAYFINDING SIGNAGE: 5-YEAR GOALS & OBJECTIVES								Notes
Destination Points	Origin Points	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	
Gordon River Greenway								
City Parks								
Beaches	US 41 North, US 41 East, Goodlette-Frank North and South,		\$15,000	\$15,000	\$ 15,000			Decorative signs strategically placed to direct visitors to destination points.
The Naples Pier	Golden Gate Parkway, CRA, Central Avenue, Gulf Shore Blvd							Multi-phase to require City Council review & consensus prior to installation.
Naples Zoo								

SIDEWALK PRIORITIES: 5-YEAR GOALS & OBJECTIVES									
Safe Routes to School Improvements									
SCHOOL	LOCATION	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	2018 & Out	
Gulf View Middle School	Gaps on 1st Avenue South from 3rd St to 6th Street South	\$ 41,000							
	Gaps on 2nd Avenue South from 6th to 3rd Street South	\$ 32,000							
Lake Park Elementary	12th Ave N (10th St to 13th St. North)		\$ 112,850						
	12th Street North (12th Ave N to 13 Ave N)	\$ 23,100							
Street Ann's School	4th Street S-East Side (8th Avenue South to Alleyway)				\$ 133,000	\$ 688,704			
	8th Street S-East & West Side (Gaps South of 9th Avenue South)								
	8th Avenue S-North and South Side (Gaps)								
	9th Avenue South-North Side (6th Street S to 8th Street S)								
	8th Street S-West Side (8th Avenue South to Alley)	\$ 15,000							
Seagate Elementary	Crosswalks and Landings on Seagate at Side Streets		\$ 35,000						
Naples High School	22nd Ave N Ped X-walk, Signage and Flashing Light	\$ 21,500							
							FDOT Funded Project		
Sidewalks on Collector Roads: Less Than Two Blocks									
SEGMENT (Side)	FROM	TO	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	2018 & Out
Gulf Shore Blvd North (West)	South Golf Drive	Oleander Drive					\$ 55,000		
Broad Avenue South	207	245			\$ 16,555				
8th Street North	530	530			\$ 13,860				
Orchid Drive	Mandarin Drive	US 41				\$ 18,480			
18th Avenue South	Gordon Drive	3rd Street South			\$ 31,570				
Gulf Shore Blvd North	1300	1300				\$ 20,020			
Gulf Shore Blvd North	2601	2601						\$ 38,500	
Gulf Shore Blvd North	1820	1820					\$ 16,000		
Gulf Shore Blvd North	1624	1624						\$ 61,292	
3rd Street South (West)	Central Avenue	1st Avenue South						\$ 26,565	
2nd Avenue South	280	280						\$ 24,255	
10th Street South	920	920							\$ 14,245
Gordon Drive (West)	Broad Avenue South	12th Avenue South							\$ 26,257
Sidewalk On Collector Roads: More Than Two Blocks									
SEGMENT (Side)	FROM	TO	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	2018 & Out
Gulf Shore Blvd South (West)	Pier (12th Avenue South)	Gordon Drive		\$ 114,807	\$ 351,962				
Gulf Shore Blvd North (West)	Mooring Line Drive	Banyan Blvd	\$ 284,682						
Crayton Road (West - East)	Oleander Drive	Banyan Blvd	\$ 166,998						
Mooring Line Drive (North)	Mooring Line Bridge	US 41				\$ 67,000	\$ 412,853		
Harbour Drive (Both)	Crayton Road	Binnacle Drive				\$ 44,584		\$ 259,346	
2nd Street South (East)	5th Avenue South	11th Avenue South				\$ 39,245		\$ 227,682	
3rd Street North (West)	Central Avenue	7th Avenue North				\$ 62,946		\$ 396,914	
Gordon River Bridge Underpass	US41	Goodlette		\$ 75,000	\$ 516,598				
Park Shore Drive (North)	Crayton Road	Belair Lane							\$ 137,060
Sandpiper Blvd (West)	Jewel Box Avenue	South Terminus							\$ 236,852
2nd Street South (East)	Central Avenue	2nd Avenue South							\$ 104,490
4th Avenue North (North)	Gulfshore Blvd. North	6th Street South							\$ 174,944
Banyan Blvd (Both)	Gulfshore Blvd. North	US 41							\$ 349,503
7th Avenue North (South)	Goodlette Frank Rd.	10th Street North							\$ 22,484
7th Avenue North (South)	Gulfshore Blvd. North	7th Street North							\$ 171,017
								FDOT Funded Project	
Sidewalk On Residential Streets with support to include in Master Plan Update									
SEGMENT (Side)	FROM	TO	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	2018 & Out
Old Trail Drive (North)	Park Shore Dr	Belair Lane				\$ 95,403			
FPL Easement Pathway Trail	6th Avenue North	7th Avenue North			Component of Stormwater CIP FY14/15				
6th Avenue North (North)	10th Street North	FPL Easement Pathway			Component of Stormwater CIP FY14/15				
South Golf Drive (North)	Gulf Shore Blvd	US41							\$ 179,795
1st Avenue South (Both)	10th Street South	Goodlette					\$ 46,200		
13th Avenue South (South)	3rd Street South	Gordon Drive							\$ 15,500
2nd Avenue South (North)	Gulf Shore Blvd	3rd Street South							\$ 33,033
4th Avenue South (North)	5th Street South	6th Street South							\$ 16,555
4th Avenue South (North)	Gulf Shore Blvd	2nd Street South							\$ 23,716
7th Street North (East)	4th Avenue North	South Golf Drive							\$ 88,550
4th Street South (West)	Central Avenue	1st Avenue South							\$ 28,105
5th Street South (East)	1st Avenue South	4th Avenue South							\$ 98,397
6th Avenue South (North)	GSBS	West Lake Drive							\$ 48,895
7th Avenue South (North)	GSBS	West Lake Drive							\$ 58,289
8th Avenue South (North)	GSBS	3rd Street South							\$ 66,990
9th Avenue South (South)	GSBS	3rd Street South							\$ 60,137
10th Avenue South (North)	GSBS	3rd Street South							\$ 65,681
11th Avenue South (North)	GSBS	3rd Street South							\$ 64,489
13th Avenue South (North)	3rd Street South	Gordon Drive							\$ 24,563
14th Avenue South (South)	3rd Street South	Gordon Drive							\$ 46,970
15th Avenue South (North)	3rd Avenue South	GSBS							\$ 62,832
East Gordon Dr.(Riley Park Path)	18th Avenue South	21st Avenue South							\$ 83,006
12th Avenue North (South)	Goodlette Frank Rd.	US 41							\$ 112,805
12th Street North (Easement Req	3rd Avenue North	12th Street North							\$ 37,730
3rd Avenue North (Easement Req	12th Street North	Goodlette Frank Rd.							\$ 24,255
12th Street South (East)	Central Avenue	1st Avenue South							\$ 11,165
Riverside Circle (South)	Goodlette-Frank Rd	Dog Park & Future Greenway							\$ 61,600
Mandarin Drive (West)	Banyan Blvd.	Orchid Drive							\$ 95,172
Pine Street (North)	Mandarin Drive	Banyan Blvd.							\$ 67,606
11th Avenue South (North)	5th Street South	6th Street South							\$ 68,838
4th St South (Both)	8th Avenue South	10th Avenue South							\$ 49,126
5th St South (Both)	9th Avenue South	11th Avenue South							\$ 42,581
6th St South (Both)	9th Avenue South	10th Avenue South							\$ 46,354
West Lake Drive (East)	7th Avenue South	8th Avenue South							\$ 10,780
East Lake Drive (Both)	5th Avenue South	8th Avenue South							\$ 68,530
					Total of All Out-Year Sidewalk Projects				\$ 2,998,897



## Introduction

In 2007, the Streets & Stormwater Department began implementation of the City of Naples Pedestrian and Bicycle Master Plan. This plan outlined new policies related to signing and marking safer routes around schools and bicycle facilities, provided sidewalk program prioritization and promoted education, awareness and enforcement programs. The City has successfully completed a significant portion of what was outlined in the 2007 Master Plan and is now focusing on what priorities remain and working towards updating the master plan to reflect input from the public. By resolution, City Council approved two separate plans, one for bicycles and one for pedestrians. Recognizing that many intermodal pathway users readily switch from sidewalk to bike lane and back to sidewalk, this update takes into account Citywide bicycle and pedestrian improvements but separates priorities into six Program Priorities.

The 2007 Master Plan considered the following factors during the development of the original Master Plan which are still considered very important to the development of the Master Plan Update

- **Safety:** Lack of proper sidewalks, bicycle facilities, and discontinuous sidewalks can force people to traverse facilities designed solely for cars. A major threat to pedestrian safety can result from excessive motor vehicle speeds and failure of motor vehicle to stop or yield to pedestrians. Lack of proper signage warning vehicles about pedestrians can also result in accidents. Improper street lighting and lack of other pedestrians on the roads add to the perception of lack of safety while walking or cycling. Lack of amenities such as resting places and bike storage racks makes biking or walking less desirable.
- **Connectivity:** Connectivity/continuity of sidewalks and bike lanes is an important issue. Discontinuity in the provision of pedestrian and bicycle facilities will effectively create a barrier to walking or cycling. Provision of bike paths and sidewalks is also important to facilitate access to transit.
- **Linkage between Important Destinations:** As a seasonal and vacation destination, the City of Naples provides many key activity centers, including beach access, parks, schools, and hospitals. Bike paths and sidewalks can connect important destinations, and at the same time, can make the journey an enjoyable experience.
- **Recreation:** Provision of bike lanes and pedestrian sidewalks enhances healthy recreation choices for residents.
- **Mobility challenges:** Provision of sidewalks and bike lanes would provide multimodal choices for residents with mobility challenges. People who prefer not to drive or are unable to drive will have better travel options. Provision of ADA compliant facilities would ensure that people with disabilities will have more mobility





options. These are important considerations to a City with a large retirement population.

- Impacts to surrounding environment: The City of Naples prides itself on being a destination valued by both residents and visitors due to its pristine environment, which is supported by attractive landscaping and aesthetics. When examining possible improvements for pedestrians and bicyclists, the primary emphasis was placed on minimizing impacts to adjacent vegetation, landscaping, and driveways, even when these facilities were in the City's Right-of-Way.
- Establishment of separate mode recommendations: Bicyclists and pedestrians have unique needs. As a result, the overall system of facility recommendations has been separated into individual inventories, plans, and budgets.

## Public Involvement

Gathering input and concerns from the public was essential in developing the Bicycle and Pedestrian Master Plan. Continuing to gather input is also critical for gauging progress and updating the master plan. Below is a list of public involvement opportunities related to this master plan update:

- 5/14/2012: City Council Workshop regarding progress from 2007 Master plan implementation
- 1/10/2013: Meeting with Naples High School, Collier County Schools and City of Naples Streets Division regarding pedestrian improvements:
- 1/22/2013: Meeting with Naples Pathways Coalition
- 1/24/2013: Public Involvement Meeting # 1 (Naples City Council Chambers)
- 2/19/2013: City Council Workshop regarding pedestrian improvements of intersections at 22<sup>nd</sup> Ave N & 13<sup>th</sup> St N and Cambier Park Way & 8<sup>th</sup> St S
- 2/21/2013: Public Involvement Meeting # 2 (Naples City Council Chambers)
- 3/28/2013: Public Involvement Meeting # 3 (Naples City Council Chambers)
- 5/15/2013: City Council Workshop regarding draft Master Plan Update

Notices for these meetings were distributed to various community groups including President's Council, Naples Pathways Coalition, Naples Velo (community cycling group), Gulf Coast Runners (community running group), Naples Area Triathletes, bicycle and running store owners, City employees (for distribution at public places) and posted on the City website. The public involvement meetings were attended by residents of the City and County, property owner's association presidents, representatives of the various community groups, Collier County transportation planning, Naples Daily News, City Council members, City staff and other stakeholders. Generally, the format of the meetings were a brief presentation, public comment and then breaking out into small comment groups where the public could discuss their concerns or priorities with staff. One thing that



was made very clear at the meetings was how important providing feedback in the form of the questionnaire and input forms would be to the prioritization of the recommendations. A summary of the data collected in those forms are presented in this update.

### **Public Involvement Meeting # 1**

January 24, 2013

- Review 2007 Master Plan Process
- Review Progress since from 2007 through 2013
- Discuss Master Plan Update Considerations
- Discuss, distribute questionnaires
- Small group visioning sessions with staff

### **Public Involvement Meeting # 2**

February 21, 2013

- Review/Summarize Meeting # 1
- Discuss expansion of programs (enforcement, wayfinding, ordinances)
- Discuss Input Forms
- Small group input sessions with staff

### **Public Involvement Meeting # 3**

March 28, 2013

- Review/Summarize Meetings # 1 & 2
- Review/Summarize questionnaire and input data received to date
- Discuss expansion of programs (enforcement, wayfinding, ordinances)
- Discuss Input Forms
- Discuss next steps (Deadline for input April 11<sup>th</sup>, City Council Workshop May 13<sup>th</sup>)
- Small group input sessions with staff

A major source of information for updating the Master Plan was reviewing the 2007 Master Plan for programs and priority projects for what should be removed/revised, or carried forward to the Master Plan Update as well as what programs should be added. Based on feedback from residents, most of the programs and priority projects that have not yet been completed are still priorities and should be carried forward. Some of these include:

- Properly sign and mark the existing paved shoulders which currently meet the adequate width to be designated as bike lanes.
- Promote education, safety, awareness programs, and enforce applicable traffic laws.
- Complete school Improvements (Lake Park Elementary, Seagate Elementary, Gulfview Middle School, Naples High School and St. Ann's School).
- Prepare 10-year sidewalk master plan which takes into account the City's Sidewalk Policy:
  - missing links on collector roads 2 blocks, 900', or less in length





- missing links on collector roads greater than 2 blocks in length
- complete remaining collector system by installing new sidewalks
- neighborhood requests on local streets

## **Public Input**

Public input was received in several formats. At all three public involvement meetings, participants were asked to fill out a questionnaire rating the City of Naples' bicycle and pedestrian facilities against other cities, rating the City's progress in implementing the 2007 Bicycle and Pedestrian Master Plan, provide comments on what concerns and input they might have and ask several other questions related to the master plan. Program and Project input forms were distributed at the second and third meetings with the goal of ranking what was most important, least important or not wanted with respect to various programs and projects.

Over eighty (80) questionnaires were returned and approximately two hundred fifty (250) program input forms were returned with various results. Some filled out the forms completely and accurately while others ranked everything as a number one. A small number of input forms that were filled out incorrectly were not used in the data compilation shown in this report. A summary of the questionnaire results is provided in Appendix A and summaries of the program input forms are shown in their applicable sections.

Several Property Owners' Associations or neighborhood leaders also took the initiative to distribute neighborhood specific surveys for particular sidewalks or bike routes of interest or concern. Seagate residents requested support for crosswalks and landings along Seagate Drive. Park Shore Association requested feedback and polled residents regarding sidewalks on the north side of Park Shore Drive as well as the north side of Old Trail Drive. Port Royal Association requested input and polled residents about a sidewalk on the east side of Gordon Drive. That poll included options for a sidewalk, bike lane, shoulders or none of the above.

A compilation of all data is provided in Appendix A. Additionally, a summary of all of the 181 comments from the different input forms is provided in Appendix A.

## **Data Collection**

Data collection for the Master Plan update included using the City's new sidewalk and bicycle facility GIS database of existing facilities as well as completed projects from 2007-2012. Naples Police Department provided critical information regarding bicycle and pedestrian crash statistics and reports as well as bicycle citations issued.



## **Expansion of the Master Plan Programs for 2013**

In the 2007 Bicycle & Pedestrian Master Plan, five programs were established as follows:

1. Sidewalks
2. Bike Routes
3. Education
  - High school and local police driver education courses
  - Safety Programs and Events
  - Healthy Commute Initiative
  - Active Aging Campaign
  - Identify and promote pedestrian and transit options for people with disabilities.
  - Bicyclists and Track Clubs
  - Education material/programs should be bilingual.
4. Enforcement
  - Bicycle Squads
  - Eyes on the Street
  - Call Box Program
  - Safe Travel Roundtable
  - Positive reinforcement
  - Crime Prevention through Environmental Design
5. Encouragement
  - Community events
  - Downtown Pedestrian Wayfinding Signage and Walking Guide
  - Walking-cycling map for tourists and residents who walk, bike or ride transit
  - Model city initiative

Based on citizen requests as well as input from local advocacy groups (Naples Pathways Coalition) and advisory boards (Community Services Advisory Board) as well as other input, staff expanded the programs to include the following:

1. Sidewalks
2. Bike Routes
3. Education
4. Enforcement
5. Wayfinding signage
6. Code of ordinance modifications
7. Intersection improvements (pedestrian related)



## PROGRAMS

### Sidewalks

Many of the sidewalk projects identified as priorities in the 2007 Master Plan were completed. To begin development of the 2013 updated sidewalk priority projects, projects that were not completed were carried forward. This would include missing links around schools, missing links on collector roads (less than two blocks) and projects that have already been identified on FDOT's 5-year work plan. Neighborhood requested sidewalk projects were also added to complete the sidewalk project priority list.

The sidewalk program input forms also asked the public what sidewalks should be included in the master plan (not prioritized), the most common responses were (excluding those listed above from the prioritization results):

Sidewalks and safety improvements around schools are critical because more school-aged children are walking and biking to and from schools. Much progress was made from 2007 to 2012 to complete missing links and sidewalk connections around schools. Additionally, signage improvements identified in the 2007 Master Plan were completed. At the request of City Council, intersection improvements including a crosswalk, flashing pedestrian crossing warning signs were installed on 22<sup>nd</sup> Ave N and 13<sup>th</sup> St N near Naples High School (work that was above and beyond the 2007 Master Plan priorities). The following figures show the remaining sidewalk missing links around four of the five schools located within the City (sidewalks in the Naples High School that were identified have been completed). These missing links have been added to the sidewalk project prioritization if they have not already been included in the FDOT's 5-year work plan.

Collector roads are classified because of their ability to provide higher mobility than local roads. Because of this, they attract high volumes of vehicles. Recognizing that high volume roadways will lead to more conflicts with multi-modal users such as pedestrian and bicycles, it is important to prioritize sidewalks on collector roads. The 2007 Master Plan identified collector road sidewalk priorities in two categories:

Missing links on collector roads (small scale)  
Missing links on collector roads (large scale)

Several of the missing links on collector roads (large scale) are currently identified on the FDOT's 5-year work plan. As such, prioritization of sidewalks funded from the City of Naples Streets & Traffic Budget shall focus on neighborhood requests and missing links on collector roads (small scale). There is approximately 8,000 feet of sidewalk remaining in segments that are less than two blocks (900') in length along collector roads.



## **Neighborhood Input Requests**

Port Royal Property Owners' Association sought input from affected residents regarding a sidewalk on the east side of Gordon Drive from Kingstown Drive to Cutlass Lane. Approximately 64 residents along Gordon Drive, Cutlass Ln, Green Dolphin Ln, Cove Ln and Ft. Charles Dr., were asked for their preference of a sidewalk, bike lane, shoulders or none of the above. Over 30 responses were received with the majority voting for some form of safety improvement. Based on the feedback received as well as pedestrian and bicycle activity observed on Gordon Drive, staff is recommending revising the FDOT 5-year work plan to provide 4-foot shoulders on Gordon Drive (Kingstown to southern terminus). Several residents who are opposed did voice their concerns regarding taking away from the landscaping and beach road atmosphere along Gordon Dr. The questionnaire results and comments can be found in Appendix A.

Early in the development of these priority lists, Gordon Drive was discussed as being a potential sidewalk project. After receiving the feedback discussed above, it was clear that there is more support for the addition of bike lanes or paved shoulders from Kingstown to the southern terminus. Recognizing the need to accommodate for both bicycles and pedestrians, some indication that bicycles and pedestrians shall share the shoulder is advisable.

Park Shore Association sought input from all residents in Park Shore regarding the interest and concern of sidewalks at two specific locations and requested any other input. Old Trail Drive and Park Shore Drive sidewalk improvements were both requested early in the public input process. 60 responses were received overwhelmingly in favor (55 in favor) of adding a sidewalk on Old Trail Drive. The majority of responses also supported continuing the sidewalk on the north side of Park Shore from east of Crayton Road to Belair Ln. Both of these requests have been added to the Master Plan Sidewalk Priorities. The questionnaire results and comments can be found in Appendix A.

Residents of the Seagate neighborhood led a grassroots campaign to distribute our program input forms to their neighbors. From those efforts, 37 input forms were received ranking the crosswalks and landings at the intersections of Sand Dollar, Starfish, Seashell, Seahorse. These landings have been prioritized in the Master Plan Sidewalk Priorities. The questionnaire results and comments can be found in Appendix A.

## **Bike Routes**

This program focuses on establishing requested bike routes through signage, striping and/or road widening. Additional information on bicycle education and enforcement of bicycle laws can be found in later sections. Many bicycle route priorities were related to the current phase of the Gordon River Greenway project. These routes include 14<sup>th</sup> Avenue North, Orchid Drive & Fleischmann Blvd.



Currently, Banyan Blvd has a designated bike lane from Gulf Shore Blvd N to US 41 which is very near a pedestrian crosswalk on US41 near 14<sup>th</sup> Ave N. The Naples Zoo, The Conservancy of Southwest Florida and the future parking lot and access to the Gordon River Greenway is just east of Goodlette Frank Rd very near 14<sup>th</sup> Ave N. In order to provide connectivity to the existing multi-use paths of the Gordon River Greenway, prioritizing 14<sup>th</sup> Ave N as a bike route is logical. Similarly, Orchid Dr, & Fleischmann Blvd provide east-west connectivity to this same area on the north side of Fleischmann Park. The easterly terminus of Fleischmann Blvd at the intersection of Goodlette-Frank Road currently has a pedestrian crossing which is immediately north of the proposed parking lot and access to the Gordon River Greenway.

Pavement marking bike routes has become popular in many cities as an alternative to signage. Currently, as part of the pavement overlay program, the Streets & Traffic Division is not striping an edge line on popular bike corridors that do not meet the minimum requirement for a proper bike lane. In lieu of widening major stretches of roadway for bike lanes, pavement markings indicating "Share The Road" and arrows in the travelway have been provided along major bike corridors. In 2011, Collier County painted 1.4 miles of Bayshore Drive's bike lanes green in an effort to raise awareness of the delineation of vehicle travel lanes and bicycle lanes. The Bayshore Dr bike lane project was funded by the Bayshore Beautification MSTU. There was a reoccurring request in the public involvement process recommended this feature for use in areas that see high bike traffic (sections of Gulf Shore Blvd, Crayton Rd, etc). Streets and Traffic Division has concerns regarding the maintenance of this additional pavement marking.

Other measures that cities have have implemented in attempt to make bicycle routes more safe are using striping to separate the different modes with more space. Gainesville recently completed this type of project with a two-foot striped space to buffer the different vehicles (bikes and cars).





Bicycle Routes							
	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Opposed	Include
Broad Ave S	3%	10%	17%	13%	7%	0%	17%
8th St S	0%	7%	0%	10%	0%	0%	20%
4th Ave N	3%	0%	13%	0%	0%	0%	27%
Neapolitan	3%	3%	27%	3%	7%	0%	13%
Orchid	7%	30%	3%	3%	17%	3%	17%
Fleischmann	33%	13%	3%	0%	0%	3%	13%
Mandarin	3%	3%	3%	13%	0%	0%	30%
Pine Ct	0%	0%	0%	0%	3%	0%	30%
10th St N	0%	3%	7%	13%	7%	0%	20%
14th Ave N	13%	0%	3%	7%	17%	0%	7%
12th St S	0%	0%	0%	0%	17%	0%	17%
Old Trail	3%	3%	0%	0%	7%	0%	17%
1st Ave S	0%	0%	0%	20%	0%	0%	13%
Color/mark pavement at Intersections	27%	17%	13%	0%	0%	3%	0%

Based on the Port Royal Property Owners Association feedback discussed in the Sidewalk Project Section above, it was clear that there is more support for the addition of bike lanes or paved shoulders from Kingstown to the southern terminus. Recognizing the need to accommodate for both bicycles and pedestrians, some indication that bicycles and pedestrians shall share the shoulder is advisable. An example of one type of sign used in other municipalities is shown below.







## Intersection Improvements

### Crayton Road & Mooring Line Drive



Currently this intersection is a signalized intersection with span wires. Crosswalks exist north-south bound, a north-south bound sidewalk exists on the east side only and there is no pedestrian signal phase. Improvements would include ADA accessible crosswalk landings and a pedestrian push button intersection to be incorporated with future decorative mast arm replacement/improvements.

### 9<sup>th</sup> Street South & 10<sup>th</sup> Avenue South

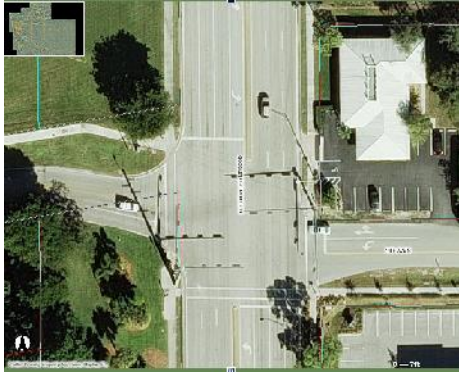


Currently this intersection is a signalized intersection with span wires. Crosswalks, sidewalks and sidewalk landings exist in all directions but no pedestrian signal phase. Improvements would include ADA accessible crosswalk landings and pedestrian push button intersection to be incorporated with future decorative mast arm replacement/improvements.

**Goodlette-Frank Road and 14<sup>th</sup> Ave N** is an intersection that did not receive much specific feedback in terms of intersection improvements but could see an increase in pedestrian and bicycle traffic with the opening of the first phase of the Gordon River Greenway project. The north side of the intersection is currently lacking a crosswalk despite a sidewalk to the west on 14<sup>th</sup> Ave N. Improvements may include crosswalk on



the north side, wider/more visible crosswalk(s), better lighting, audible indicator devices and other improvements.



One other potential intersection improvements include **Goodlette-Frank Road and Fleischmann Blvd** for connectivity to the Zoo and the Gordon River Greenway. This intersection currently has one crosswalk and pedestrian crossing signal on the south side of the intersection only. It is currently heavily used by pedestrians crossing from the Zoo to Fleischmann Park. The first phase of the Gordon River Greenway project will likely increase the use of this intersection by pedestrians. Improvements may include replacing span wires with mast arms, crosswalk on the north side, wider/more visible crosswalk(s), better lighting, audible indicator devices and other improvements.



During the workshop held 5/13/2013, east/west connectivity improvements at US 41 between 5<sup>th</sup> Ave S and 7<sup>th</sup> Ave N were also discussed. Intersection improvements including a new pedestrian crosswalk at Four Corners (US41 and 5<sup>th</sup> Ave S) will be complete in May 2013 which will offer an important safety improvement for east/west connectivity. There is potential for improving the pedestrian crossing facilities at 7<sup>th</sup> Ave N, 4<sup>th</sup> Ave N, Central Ave and 3<sup>rd</sup> Ave S to include completing crosswalks with pedestrian push buttons where missing, more visible crosswalks (international style striping), audible countdown devices, lighting and other improvements. Also requested by the Aqualane Shores neighborhood were intersection improvements at Gordon Drive and 15<sup>th</sup> Ave S, 18<sup>th</sup> Ave S and 21<sup>st</sup> Ave S. A midblock crosswalk will be considered at 18<sup>th</sup> Ave S and





Gordon Drive during the 18<sup>th</sup> Ave S sidewalk improvements. Additional midblock crossings can also be evaluated at the intersections of 15<sup>th</sup> Ave S and 21<sup>st</sup> Ave S.

Intersection Improvements	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Opposed
Ped x-ing 9th St S/10th Ave S	27%	8%	0%	23%	35%	4%
Ped x-ing Broad Ave S/8th St S	4%	27%	23%	31%	8%	4%
Mooringline Dr/Crayton Rd	27%	35%	23%	12%	0%	4%
Crayton Rd/Harbor Dr	15%	8%	38%	19%	15%	4%
Integrate Audible Devices	38%	19%	4%	4%	23%	12%



## Enforcement

One of the most frequent concerns in the public involvement process was groups of cyclists running stop signs. Naples Police Department currently enforces bicycle-stop sign runners regularly. Another major concern expressed from the cycling community is motorists not allowing at least 3 feet of clearance to pass other vehicles as is required by Florida Statute 316.083. Feedback from the public input program form on enforcement indicated that quarterly enforcement of bicycles and motorists is requested. In sharing this information with Naples Police Department, they are currently enforcing these laws as they are witnessed by regular patrols as well as enforcement operations on a regular basis. Naples Police Department is agreeable to scheduling these enforcement operations on a quarterly basis as well as continue to cite law violators as witnessed during regular patrols.

In addition to stop sign violations, concerns from motorists also included bicycles blocking traffic. Florida Statute 316.2065 (6) addresses this with the following language:

*Persons riding bicycles upon a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.*

Variable Message Boards have been placed throughout the City indicating and it is recommended that these continue to be placed routinely informing motorists and cyclists of all laws related to sharing the road.

There were several requests for clearer signage to indicate that where there is not a proper bike lane, bicycles are allowed to ride in the travel lane. The Manual on Uniform Traffic Control Devices, which offers a guide for municipalities regarding signage, marking and traffic control addresses this with sign R4-11 which shows an image of a bicycle and indicates "May Use Full Lane".

Enforcement Programs Overall Priority					
Program	Priority 1	Priority 2	Priority 3	Priority 4	Opposed
Semiannual Enforcement	20%	10%	20%	43%	7%
Quarterly Enforcement	50%	27%	13%	7%	3%
Periodically Caution	17%	30%	23%	20%	7%
Variable Message Boards	20%	30%	33%	3%	13%



MUTCD R4-11

## Education

Education was a program that was identified in the 2007 Master Plan. It was a common theme in the public input received from residents. Bicyclists believe motorists need to be educated on their rights to the road and motorists believe bicyclists and pedestrians need education on how to safely navigate City streets & sidewalks on foot and bike. Staff believes providing an updated bicycle suitability map showing where there are bike lanes and where bike routes are designated as “Share the Road” could help educate the public. Brochures that inform the public of vehicle, bicycle and pedestrian laws also received a high priority in the program input forms. These brochures could be distributed at local bicycle shops and handed out at the meetings that Naples Police Department currently attends with local bicycle groups. They could also be distributed at City facilities such as City Hall, Norris Center, Fleischmann Park, River Park Community Center. The Naples Police Department currently hosts Bicycle Safety Equipment Distribution Days where bicycles can go and receive free helmets for kids, free front and rear bicycle lights and discuss bicycle safety with police officers. The input from the program forms indicated that the public would like to see this program continue.

Naples Pathways Coalition and Naples Velo have hosted safety meetings recently where the discussion is towards educating riders on the laws of the road and raise awareness that law enforcement will cite law violators. These meetings are coordinated with and attended by Naples Police Department, Collier County Sheriff's Office, local bicycle shop owners and the group's memberships and residents.

Staff will be updating the City Website to provide all the information discussed above and publish the newly created GIS data on the City's GIS webpage. Staff will also continue to maintain the data to reflect new sidewalk and bike route projects throughout the City. Educating the neighborhood associations with the information compiled in this public outreach process is also crucial and will occur through president's council meetings and updating the City website with the information included in the Master Plan Update.



Educational Programs Overall Priority						
Program	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Opposed
Website	16%	22%	9%	22%	28%	0%
Update Bike Map	47%	9%	31%	0%	13%	0%
PD Distribute Safety Equip	34%	28%	22%	6%	0%	9%
Brochures	9%	34%	19%	19%	9%	6%
Social Media	9%	3%	13%	38%	31%	0%

## Wayfinding

Wayfinding signage has been discussed by a variety of interests. The public was first asked, through the questionnaire, whether they would support the addition of aesthetically pleasing way finding signage. While there were concerns about the addition of signs contributing to what some have already called “sign pollution”, the majority of the responses in the questionnaire supported the addition of wayfinding signs for specific destinations. When asked to prioritize what destinations are important, the highest ranked destinations were: The Gordon River Greenway, Parks, Beaches and the Pier. Commercial and shopping areas ranked low on the public’s priority list and there was more opposition to those areas compared to others. In the presentation at Public Involvement Meeting #2, examples of wayfinding signage and wayfinding pavement markings were demonstrated. Based on the program input feedback for wayfinding signage, there was support for both signage and pavement marking.

	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Decorative Signage	Pavement Marking	Both Signs & Pavement Marking	No Signs or Markings
Parks	33%	17%	23%	20%	0%	23%	0%	40%	7%
Beaches	7%	27%	27%	17%	3%	23%	0%	40%	7%
Pier	3%	37%	20%	17%	7%	20%	3%	40%	7%
Shopping	3%	3%	0%	3%	17%	7%	0%	23%	17%
Zoo	10%	0%	3%	3%	13%	20%	0%	37%	7%
Greenway	53%	3%	17%	7%	3%	17%	7%	43%	3%
Historic Districts	3%	0%	0%	7%	20%	17%	0%	27%	7%
Commercial Areas	3%	0%	0%	3%	3%	0%	0%	23%	13%
Government	0%	3%	0%	0%	7%	27%	7%	60%	10%
Conservancy	3%	0%	0%	10%	17%	20%	3%	37%	3%

The MUTCD discourages placing any additional signage on a regulatory sign that detracts from the function of the regulatory sign. Signs placed on regulatory signs should reinforce



the meaning and message of the existing sign. Additionally, MUTCD suggests shielding pedestrian and bicycle wayfinding signage from traffic if those signs are not suitable for view by motor vehicles.

## Ordinance

Ordinance Program				
			Agree	Disagree
Single Family New Home Construction			81%	19%
Single Family Remodel Construction			77%	23%

67% of people who filled out the questionnaire were in favor of revising the code to require new single family construction to construct a sidewalk where none exists now. In the comments, many people did mention that this should be limited to locations, possible by limiting to collectors, or those roads that have been identified in the Master Plan as sidewalk priorities. A new ordinance such as this would help augment the Streets fund which continues to be reduced through gas tax reductions, increasing resurfacing and maintenance costs and other reductions to the budget.

## Criteria for Prioritization

- **Safety related improvements carried over from 2007 Master Plan**
  - Provide proper school signage in accordance with applicable standards and regulations and provide a plan with costs to provide sidewalks to schools.
  - Properly sign and mark the existing paved shoulders which currently meet the adequate width to be designated bike lanes.
  - Promote education, safety, awareness programs, and enforce applicable traffic laws.
  - Prepare separate 10-year Sidewalk and Bike Path Master Plans and Policies.
- **Additional improvements for consideration to include in the 2013 Master Plan Update**
  - Safe Routes to Schools - Complete missing sidewalk links around schools.
  - Complete feasible neighborhood requests for sidewalks.
  - Complete missing sidewalk links, intersection improvements and bike routes to destination points (park-to-park connectivity, Gordon River Greenway connections).
  - Continue to improve sidewalk network on collector classified roads where economically and technically feasible.
  - Evaluate ROW availability/restrictions for future sidewalk and bike route projects.



## Safety

Safety was the number one concern of all parties. According to 2011 data published by National Highway Traffic Safety Administration's National Center for Statistics and Analysis, Florida is ranked number one in the country for the most dangerous state for bicyclists and pedestrians. At 1.8 per 100,000 residents, Collier County is below the Florida average of 3.0 per 100,000 residents for bicyclist & pedestrian fatalities.

## Crash Statistics

### Collier County Injuries & Fatalities 2006-2010

Year	Reported Bicyclist & Pedestrian Crashes	Bicyclist & Pedestrian Injuries	Bicyclist Pedestrian Fatalities
2006	182	173	9
2007	240	230	10
2008	210	192	8
2009	165	159	6
2010	173	166	7
<b>2006-2010</b>	<b>970</b>	<b>920</b>	<b>40</b>

Source: Collier MPO 2012 Comprehensive Pathways Plan

### City of Naples Reported Bicycle/Pedestrian Crashes

Year	Reported Bicyclist Crashes	Reported Pedestrian Crashes	Bicyclist Pedestrian Fatalities
2008	22	6	0
2009	23	14	1
2010	24	8	0
2011	15	12	0
2012	19	7	0
<b>2008-2012</b>	<b>103</b>	<b>47</b>	<b>1</b>

Source: City of Naples Police Department Accident Reports



## **Destination Connections**

There were many comments and input received requesting connections to the portion of the Gordon River Greenway that is being constructed in 2013 as well as providing for future connections to future phases of the Gordon River Greenway. The current phases under construction provide access to the project at Golden Gate Parkway and the Naples Zoo property. Providing access for pedestrians and bicycles via intersections of Goodlette-Frank Road at 14<sup>th</sup> Ave N and Fleischmann Blvd ranked high among priorities received by the public.

The City has previously discussed the pedestrian bridge over the Gordon River from the City's property near Riverside Circle to the existing pedestrian and bicycle paths near the Naples Airport. Several requests were received during public input to continue to pursue the planning, design and construction of this component of the Gordon River Greenway.

## **Pathways Coordinator**

During the discussion of the Draft Pedestrian and Bicycle Master Plan Update at the City Council Workshop held 5/13/2013, during public comment the pathways coordinator position at the City of Naples was discussed. This was a part time position within the Streets & Stormwater department whose job description was to plan bicycle and pedestrian related improvements, coordinate with various community groups and residents/public on education and enforcement of bicycle and pedestrian laws and research and obtain grant funding for pedestrian and bicycle safety improvements. The Streets & Stormwater Department recently hired a new Traffic Engineer position who will fulfill these duties along with other the remaining responsibilities of the Traffic Engineer.







# Marco Island Bicycle Paths - 2018



Note: This map is valid for calendar year 2017.

Visit [www.cityofmarcoisland.com](http://www.cityofmarcoisland.com) to download a PDF copy!

## Appendix 4 - Public outreach Tools



### Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk				
Bike				

If you don't bike, why not? \_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

**Exercise**      **Utility** (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

**Exercise**      **Utility** (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      No

If yes, where? \_\_\_\_\_

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      No?

If yes, where? \_\_\_\_\_

If biking, what makes you feel unsafe? (Check all that apply)

\_\_\_ Lack of bicycle facilities

\_\_\_ Lack of directional/destination signage

\_\_\_ Large intersections

\_\_\_ High speed traffic

\_\_\_ Lack of lighting

\_\_\_ Driver behavior

\_\_\_ Fear of crime

\_\_\_ Other: \_\_\_\_\_

If biking, how do you choose your route? \_\_\_\_\_

# Collier MPO Bicycle and Pedestrian Master Plan Survey



If walking, what makes you feel unsafe? (Check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Lack of bicycle facilities | <input type="checkbox"/> Lack of directional/destination signage |
| <input type="checkbox"/> Large intersections        | <input type="checkbox"/> High speed traffic                      |
| <input type="checkbox"/> Lack of lighting           | <input type="checkbox"/> Driver behavior                         |
| <input type="checkbox"/> Fear of crime              | <input type="checkbox"/> Other: _____                            |

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

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What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

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ZIP Code: \_\_\_\_\_

Email address (Optional, only so we can keep you informed):

---

Age:

☐ Under 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 or older



## Encuesta sobre el Plan Maestro de Ciclistas y Peatones del Collier MPO

Agradecemos su tiempo para completar esta encuesta. Su opinión es esencial para el desarrollo del Plan Maestro de Ciclistas y Peatones del Collier MPO. Sus respuestas, nos ayudarán a comprender los desafíos actuales e identificar oportunidades para mejorar su experiencia cuando andas en bicicleta o caminas en el Condado de Collier. ¡Gracias!

### 1. ¿Cuántas veces por día, semana o mes andas en bicicleta y/o caminas?

	Andar en Bicicleta							Caminar						
	Nunca	1	2	3	4	5	Más de 5	Nunca	1	2	3	4	5	Más de 5
Diario														
Semanal														
Mensual														

### 2. Si no andas en bicicleta, ¿por qué no? \_\_\_\_\_

\_\_\_\_\_

### 3. Si andas en bicicleta, lo haces por:

- ☐ Ejercicio
 ☐ Utilidad (por ejemplo: diligencias, viaje al trabajo, hacia/desde la parada de autobús)
- ☐ Ambos
 ☐ Ninguno

### 4. ¿Hay lugares en donde desearías andar en bicicleta pero no lo haces debido a que las rutas son incómodas/inseguras o no existentes? ☐ Sí ☐ No

¿Si respondiste Sí, dónde? \_\_\_\_\_

\_\_\_\_\_

### 5. Si andas en bicicleta, ¿qué te hace sentir inseguro? (Marque todas las opciones que correspondan)

- ☐ La falta de instalaciones para bicicletas
 ☐ Falta de señalización  
 (por ejemplo: líneas de bicicletas, carriles de bicicletas etc.)
- ☐ Intersecciones grandes
 ☐ Comportamiento del conductor
- ☐ Tráfico de alta velocidad
 ☐ Miedo a la delincuencia
- ☐ La falta de iluminación
 ☐ Otro (especifique): \_\_\_\_\_

### 6. Si andas en bicicleta, ¿cómo eliges tu ruta? \_\_\_\_\_

\_\_\_\_\_

### 7. ¿Qué tipo de apoyo para ciclistas te gustaría ver más en el Condado de Collier? (por ejemplo: señalización, líneas para bicicletas, carriles para bicicletas, prioridad de intersección, educación para ciclistas y conductores, aplicación de la ley) \_\_\_\_\_

\_\_\_\_\_



## Encuesta sobre el Plan Maestro de Ciclistas y Peatones del Collier MPO

**8. Si caminas, lo haces por:**

- ☐ Ejercicio ☐ Utilidad (por ejemplo: diligencias, viaje al trabajo, hacia/desde la parada de autobús)  
☐ Ambos ☐ Ninguno

**9. ¿Hay lugares en donde desearías caminar pero no lo haces debido a que las rutas son incómodas/inseguras o no existentes?** ☐ Sí ☐ No

¿Si respondiste Si, dónde? \_\_\_\_\_  
\_\_\_\_\_

**10. Si caminas, ¿qué te hace sentir inseguro? (Marque todas las opciones que correspondan)**

- ☐ La falta de aceras/lugares seguros para caminar ☐ Falta de señalización  
☐ Intersecciones grandes ☐ Comportamiento del conductor  
☐ Tráfico de alta velocidad ☐ Miedo a la delincuencia  
☐ La falta de iluminación ☐ Otro (especifique): \_\_\_\_\_

**11. ¿Qué tipo de apoyo para peatones te gustaría ver más en Condado de Collier? (por ejemplo: aceras más anchas, reparación de huecos en las aceras, aceras nuevas donde no existen actualmente, más tiempo para cruzar en las intersecciones, aceras mejor conectadas, educación de peatones y conductores, aplicación de la ley)**

\_\_\_\_\_  
\_\_\_\_\_

**12. Código postal (Recopilamos esta información para asegurarnos de recibir respuestas de todo el condado.):**

\_\_\_\_\_

**13. Edad:**

- ☐ Menos de 18 ☐ 19 - 35 ☐ 36 - 50 ☐ 51 - 65 ☐ 66 - 75 ☐ 75 o mayor

**14. Su dirección de correo (Opcional, solo para que podamos mantenerle informado):**

\_\_\_\_\_

**GRACIAS POR COMPLETAR ESTA ENCUESTA!**



## Sondaj sou Plan Prensipal Bisiklèt ak Pyeton Collier MPO

Nou apresye tan ou pran pou konplete sondaj sa'a. Patisipasyon ou esansyèl nan devlopman Plan Prensipal Bisiklèt ak Pyeton Collier MPO a epi ap ede nou konprann defi ki gen kounya yo epi idantifye opòtinite pou amelyore eksperyans bisiklèt ak mache nan Depatman Collier. **Mèsi!**

Chak kilè ou monte bisiklèt oswa ou mache?

	Chak jou	Chak semèn	Chak mwa	Pa janm
Mache				
Bisiklèt				

Si ou pa monte bisiklèt, poukisa? \_\_\_\_\_

Si ou monte bisiklèt, eske ou monte bisiklèt pou fè egzèsis, sèvis piblik oswa tou de (2)?

**Egzèsis**                      **Sèvis piblik** (sa vle di ale fè komisyon, ale travay, pou transpò ale retou)

Si ou mache, eske ou mache pou fè egzèsis, sèvis piblik oswa tou de (2)?

**Egzèsis**                      **Sèvis piblik** (sa vle di ale fè komisyon, ale travay, pou transpò ale retou)

Eske gen kote ke ou vle monte bisiklèt men ou paka paske wout la pa bon / danje oswa pa gen wout?

Wi                      Non

Si se wi, kibò? \_\_\_\_\_

Eske gen kote ke ou vle mache men ou paka paske wout la pa bon / danje oswa pa gen wout?

Wi                      Non?

Si se wi, kibò? \_\_\_\_\_

Si ou monte bisiklèt, kisa ki fè ou santi ou an danje? (Tcheke tout sa ki aplike)

\_\_\_ Pa gen enstalasyon pou bisiklèt

\_\_\_ Gwo entèseksyon

\_\_\_ Pa gen ekleraj

\_\_\_ Pè krim

\_\_\_ Pa gen siyal pou direksyon / destinasyon

\_\_\_ Trafik ki gen gwo vitès

\_\_\_ Konpòtman chofè

\_\_\_ Lòt: \_\_\_\_\_

Si ou monte bisiklèt, kòman ou chwazi wout ou? \_\_\_\_\_

## Sondaj sou Plan Prensipal Bisiklèt ak Pyeton Collier MPO



Si ou mache, kisa ki fè ou santi ou an danje? (Tcheke tout sa ki aplike)

- |   |   |
|---|---|
| <input type="checkbox"/> Pa gen enstalasyon pou mache     | <input type="checkbox"/> Pa gen siyal pou direksyon / destinasyon |
| <input type="checkbox"/> Gwo entèseksyon                  | <input type="checkbox"/> Trafik ki gen gwo vitès                  |
| <input type="checkbox"/> Lack of lig Pa gen ekleraj hting | <input type="checkbox"/> Konpòtman chofè                          |
| <input type="checkbox"/> Pè krim                          | <input type="checkbox"/> Lòt: _____                               |

Ki sipò pou bisiklèt ou ta renmen wè plis nan Depatman Collier an? (sa vle di: siyal, pis pou bisiklèt, wout pou bisiklèt), priyorite ak entèseksyon yo, edikasyon pou siklis ak chofè yo, fè respekte lwa yo)

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Ki sipò pou mache ou ta renmen wè plis nan Depatman Collier an? (sa vle di: twotwa ki pi laj, twotwa ki ranpli, nouvo twotwa ki pa't egziste deja, plis tan pou travèse nan entèseksyon yo, twotwa ki pi byen konekte, edikasyon pou moun k'ap mache ak chofè yo, fè respekte lwa yo)

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ZIP Kòd: \_\_\_\_\_

Adrès elektwonik (Si ou vle, pou nou ka kenbe ou sèlman enfòmè):

---

Laj:

☐ Anba 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 oswa pi gran

Gen sèvis tradiksyon Kreyòl Ayisyen ki disponib. Rele nan 239-252-5884 pou mande asistans.

[illegible]

034





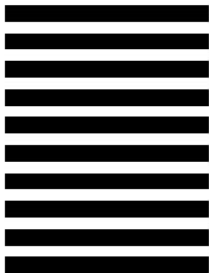


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2885 HORSESHOE DR SOUTH  
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**Collier Metropolitan Planning Organization  
Public Comment Form for  
Bicycle & Pedestrian Master Plan**

Please list any comments on the reverse side of this form.

## Postage Page Mail-in Comment Form

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

[illegible]

037



News Media Contact:

Anne McLaughlin  
MPO Executive Director  
239-252-5804  
[colliermpo.net](http://colliermpo.net)



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2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5804 • Fax (239) 252-5815

January 8, 2018

**FOR IMMEDIATE RELEASE**

**NOTICE OF PUBLIC MEETING  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
BICYCLE & PEDESTRIAN MASTER PLAN**

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**Wednesday, January 17, 2018  
5:00 – 7:00 p.m.**

The *Collier Metropolitan Planning Organization (MPO)* will be hosting a community open house for the development of the Bicycle and Pedestrian Master Plan on **Wednesday, January 17<sup>th</sup> from 5 – 7 p.m. at Veterans Community Park; 1895 Veterans Park Drive Naples, FL 34109.** The meeting is being organized by Collier MPO and Tindale Oliver. Collier MPO is seeking the input of Collier County residents on walking and bicycling in the county including safety concerns, where people walk and bike, and areas where sidewalks and /bicycle lanes/paths are needed.

One or more members of the Collier County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council, the Florida Department of Transportation (FDOT), and the MPO's various committees may be present and may participate at the meeting. The subject matter of this meeting may be an item for discussion and action at a future meeting of those boards, councils or agencies.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Executive Director Anne McLaughlin at (239) 252-5884 or by writing to Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104. Any person requiring special accommodations at this meeting because of a disability or physical impairment and related questions should call Ms. McLaughlin up to 72 hours prior to the meeting at 239-252-5884.

For general information, call MPO Senior Planner, Mr. Eric Ortman, at 239-252-5874.



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2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5804 • Fax (239) 252-5815

May 14, 2018

**FOR IMMEDIATE RELEASE**  
**NOTICE OF PUBLIC MEETING**  
**COLLIER METROPOLITAN PLANNING ORGANIZATION**  
**BICYCLE & PEDESTRIAN MASTER PLAN**

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**Monday May 21, 2018**

**10:30 a.m.**

The *Collier Metropolitan Planning Organization (MPO)* will be hosting a Stakeholder Group meeting for the Bicycle and Pedestrian Master Plan on **Monday, May 21<sup>st</sup> at 10:30 a.m.** at the Collier County Growth Management Division, Conference Rooms 609/610, 2800 N. Horseshoe Drive, Naples, Florida 34104. The Collier MPO is seeking the input of Collier County residents on walking and bicycling in the county including safety concerns, where people walk and bike, and areas where sidewalks and /bicycle lanes/paths are needed. One week prior to the meeting, the agenda will be posted on the MPO's website at [colliermmpo.net](http://colliermmpo.net). To access the agenda, go to the calendar and select the meeting date.

One or more members of the Collier County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council, the Florida Department of Transportation (FDOT), and the MPO's various committees may be present and may participate at the meeting. The subject matter of this meeting may be an item for discussion and action at a future meeting of those boards, councils or agencies.

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For general information, call MPO Executive Director, Ms. Anne McLaughlin, at 239-252-5804.

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News Media Contact:

Anne McLaughlin  
MPO Executive Director  
239-252-5884  
[colliermpo.net](http://colliermpo.net)



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2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5804 • Fax (239) 252-5815

May 16, 2018

**FOR IMMEDIATE RELEASE**  
**REVISED MEETING LOCATION**  
**NOTICE OF PUBLIC MEETING**  
**COLLIER METROPOLITAN PLANNING ORGANIZATION**  
**BICYCLE & PEDESTRIAN MASTER PLAN**

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**Monday May 21, 2018**  
**10:30 a.m.**

The *Collier Metropolitan Planning Organization (MPO)* will be hosting a Stakeholder Group meeting for the Bicycle and Pedestrian Master Plan on **Monday, May 21<sup>st</sup> at 10:30 a.m.** at the **Collier County Government Center, Information Technology Training Room, 5<sup>th</sup> Floor, 3299 Tamiami Trail E, Naples, Florida 34112.** The Collier MPO is seeking the input of Collier County residents on walking and bicycling in the county including safety concerns, where people walk and bike, and areas where sidewalks and /bicycle lanes/paths are needed. One week prior to the meeting, the agenda will be posted on the MPO's website at [colliermpo.net](http://colliermpo.net). To access the agenda, go to the calendar and select the meeting date.

One or more members of the Collier County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council, the Florida Department of Transportation (FDOT), and the MPO's various committees may be present and may participate at the meeting. The subject matter of this meeting may be an item for discussion and action at a future meeting of those boards, councils or agencies.

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News Media Contact:

Anne McLaughlin  
MPO Executive Director  
239-252-5814  
[colliermmpo.org](http://colliermmpo.org)



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2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5804 • Fax (239) 252-5815

August 16, 2018

**FOR IMMEDIATE RELEASE**  
**NOTICE OF PUBLIC MEETING**  
**COLLIER METROPOLITAN PLANNING ORGANIZATION**  
**BICYCLE & PEDESTRIAN MASTER PLAN**

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**Thursday, August 23, 2018**  
**5:00 – 7:00 p.m.**

The *Collier Metropolitan Planning Organization (MPO)* will host a community open house for the DRAFT Bicycle and Pedestrian Master Plan on **Thursday, August 23<sup>rd</sup> from 5 – 7 p.m. at East Naples Community Park, 3500 Thomasson Drive Naples, FL 34112**. The Draft Plan has been developed, in part, by the more than 600 public comments received. Staff from the MPO and Tindale Oliver (the plan's consultant) will be available to answer questions and receive input and comments on the Draft Plan. There will not be a formal presentation.

One or more members of the Collier County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council, the Florida Department of Transportation (FDOT), and the MPO's various committees may be present and may participate at the meeting. The subject matter of this meeting may be an item for discussion and action at a future meeting of those boards, councils or agencies.

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For general information, call MPO Senior Planner, Mr. Eric Ortman, at 239-252-5874.

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News Media Contact:

Anne McLaughlin  
MPO Executive Director  
239-252-5804  
[colliermpo.net](http://colliermpo.net)



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2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5804 • Fax (239) 252-5815

October 20, 2017

**FOR IMMEDIATE RELEASE**

**NOTICE OF PUBLIC MEETING  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
STAKEHOLDER GROUP FOR THE COMPREHENSIVE PATHWAYS  
PLAN**

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**Monday, October 30, 2017  
10 a.m.**

The *Collier Metropolitan Planning Organization (MPO)* Stakeholder Group for the Comprehensive Pathways Plan will meet at **10 a.m. on Monday, October 30<sup>th</sup>**, at 2800 North Horseshoe Drive, Naples, Florida 34104 in Conference Rooms 609/610. One week prior to the meeting, the agenda for the meeting will be posted on the MPO's website at [colliermpo.net](http://colliermpo.net). To access the agenda, select the meeting date on the calendar.

Interested parties are invited to attend and to register to speak. All registered public speakers will be limited to three (3) minutes unless permission for additional time is granted by the chairman. Citizens can also submit their inquiries or comments, in writing, to the MPO staff prior to the meeting.

One or more members of the Collier County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council and the Florida Department of Transportation (FDOT) may be present and may participate at the meeting. The subject matter of this meeting may be an item for discussion and action at a future meeting of those boards, councils or agencies.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's

disability or physical impairment and related questions should call Ms. McLaughlin up to 72 hours prior to the meeting at 239-252-5884.

For general information, call MPO Senior Planner, Mr. Eric Ortman, at 239-252-5874.

###



# WE WANT YOUR INPUT!

The Collier MPO is developing the Bicycle and Pedestrian Master Plan.



**Join us on January 17, 2018 at the  
Community Open House**

Veterans Community Park  
1895 Veterans Park Drive  
Naples, FL 34109  
5:00 - 7:00PM



**Provide us input on your experience with walking and bicycling  
by filling out this brief survey**

[www.surveymonkey.com/r/CollierBPMP2017](http://www.surveymonkey.com/r/CollierBPMP2017)



**Provide specific comments of places where walking and  
bicycling improvements are needed**

[wikimapping.com/wikimap/Collier-MPO-Bicycle-Pedestrian-Master-Plan.html](http://wikimapping.com/wikimap/Collier-MPO-Bicycle-Pedestrian-Master-Plan.html)

*Organized by the Collier MPO. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Anne McLaughlin, MPO Executive Director, 72 hours prior to the meeting by calling (239) 252-5804. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Executive Director, Anne McLaughlin at (239) 252-5804 or by writing to Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.*





# ¡Queremos tu opinión!

La Organización de Planificación Metropolitana (Collier MPO) está desarrollando un plan maestro para bicicletas y peatones



**Acompáñenos el 17 de enero del 2018 para una reunión abierta a toda la comunidad localizado en el:**  
Parque Comunitario de Veteranos  
1895 Veterans Park Drive Naples,  
FL 34109  
5:00 - 7:00PM



**Proporcionémos su opinión sobre su experiencia personal como conductor, o peatón llenando una breve encuesta en**  
<https://www.surveymonkey.com/r/CollierBPMP-Spanish>



**Proporcionémos sus comentarios específicos de los lugares donde se necesitan mejoras para peatones y ciclistas**  
[wikimapping.com/wikimap/Collier-MPO-Bicycle-Pedestrian-Master-Plan.html](http://wikimapping.com/wikimap/Collier-MPO-Bicycle-Pedestrian-Master-Plan.html)

**Organizado por Collier MPO y Tindale Oliver.** De acuerdo con la Ley de Estadounidenses para personas con Discapacidades. Si usted necesita de adaptaciones especiales para participar en esta reunión, por favor comuníquese con Anne McLaughlin, Directora Ejecutiva de MPO. Su solicitud de asistencia debe ser sometida 72 horas antes de la reunión llamando al número 239.252.8192. El proceso de planificación de la MPO se lleva a cabo de acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y sus Estatutos Relacionados. Cualquier persona o beneficiario que crea que dentro del proceso de planificación de la MPO ha sido discriminado por raza, color, religión, sexo, edad, origen nacional, discapacidad o estado familiar, puede presentar una queja ante la directora ejecutiva de Collier MPO, Anne McLaughlin, llamando al número 239.252.8192 o escribiendo a la Sra. McLaughlin a la dirección 2885 South Horseshoe Dr., Naples, FL 34104.



## OrtmanEric

---

**From:** OrtmanEric  
**Sent:** Tuesday, March 20, 2018 10:59 AM  
**To:** addepot@earthlink.net  
**Subject:** Bike Ped Master Plan piece for ENCA newsletter  
**Attachments:** East Naples Comm Newsletter.docx

-----Original Message-----

From: OrtmanEric  
Sent: Tuesday, March 20, 2018 9:44 AM  
To: Shirley Calhoun <addepot@earthlink.net>  
Subject: RE: April ENCA Meeting Cancellation RESPONSE REQUESTED

Shirly, I am writing a piece for your newsletter and will send it to you later today. If it doesn't meet your size limit I would be happy to adjust its length and return to you the next day. Thank you for the opportunity to provide public outreach in East Naples.  
Eric

Eric Ortman  
MPO Senior Planner  
2885 S. Horseshoe Drive  
239-252-5874  
Note: Email address has changed  
Eric.Ortman@colliercountyfl.gov

-----Original Message-----

From: Shirley Calhoun [mailto:addepot@earthlink.net]  
Sent: Monday, March 12, 2018 11:22 AM  
To: OrtmanEric <Eric.Ortman@colliercountyfl.gov>  
Cc: Jean Kungle <jeankungle@gmail.com>  
Subject: April ENCA Meeting Cancellation RESPONSE REQUESTED

Good Morning Eric,

At our March 7th Board Meeting, the Board felt that rather than having you speak at the April luncheon meeting the information would be better served if added to the ENCA Newsletter.

Please forward your information to [info@EatNaplesCivic.com](mailto:info@EatNaplesCivic.com) and Jean Kungle, our Secretary, will include in the next issue of the East Naples Civic Association Newsletter.

Thanking you in advance.

Shirley Calhoun

## Bicycle & Pedestrian Master Plan

The Collier Metropolitan Planning Organization (MPO) is developing a Bicycle & Pedestrian Master Plan for Collier County and is seeking input from the residents and businesses of East Naples on walking and bicycling in East Naples and Collier County.

The MPO's public outreach for this plan has yielded more than 600 comments to date. Concerns over safety and connectivity have been the most frequent comments made. Safety comments have included a lack of adequate sidewalks and bicycle lanes/paths, large intersections that may be difficult to cross for walkers and bicyclists, high speed traffic and driver behavior. Connectivity comments have also included a lack of adequately connected sidewalk and bicycle lanes/paths as well as a need to fill in the gaps in the existing sidewalks and bike lanes/paths. Public input is being used to help identify areas of primary concern and lists of needs, and to begin to identify potential projects.



Your input is valuable and may be easily added in several ways, all accessible on our website <http://colliermopo.com/index.aspx?page=45>. There is an interactive map where you can leave comments as well as a survey in both English and Spanish. There are also comment cards that may be returned electronically or with a self-addressed stamped form. You may also contact the MPO directly at 239-5874 or by emailing Eric Ortman at [Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov).

Please take a moment to let us know what your thoughts and comments on walking and bicycling in East Naples and the rest of Collier County. Thank you.

PUBLIC NOTICE  
CITY COUNCIL MEETING  
APRIL 3, 2018

THE CITY OF EVERGLADES CITY WILL HOLD A CITY COUNCIL MEETING ON TUESDAY, **APRIL 3, 2018 AT 7:00 PM** CITY HALL CHAMBERS, 102 SOUTH COPELAND AVENUE, EVERGLADES CITY, FLORIDA. THERE MAY BE OCCASIONS WHEN ONE OR MORE COUNCIL PERSONS WILL PARTICIPATE BY TELEPHONE. AT THE ABOVE LOCATION THERE WILL BE PRESENT A SPEAKER TELEPHONE SO THAT ANY INTERESTED PERSON CAN ATTEND THE MEETING AT THE ABOVE LOCATION AND BE FULLY INFORMED OF THE DISCUSSIONS TAKING PLACE EITHER IN PERSON OR BY TELEPHONE COMMUNICATION.

1. INVOCATION AND PLEDGE OF ALLEGIANCE
2. APPROVAL, ADDITIONS, OR DELETIONS TO AGENDA

\*\*\*\*\*PUBLIC HEARING\*\*\*\*\*

- A. FIRST READING OF SPEED SIGN ORDINANCE
- B. FIRST READING OF BUSINESS TAX ORDINANCE

\*\*\*\*\*REGULAR COUNCIL MEETING\*\*\*\*\*

3. APPROVAL OF MINUTES
4. PRESENTATION FROM COLLIER COUNTY MPO BICYCLE & PEDESTRIAN PLAN/Eric Ortman
5. REPORT FROM BETTERMENT ASSOCIATION (SEAFOOD FESTIVAL)/Carol Foss
6. REPORT FROM COLLIER COUNTY SHERIFF'S DEPARTMENT
7. REPORT FROM GREATER NAPLES FIRE DISTRICT
8. REPORT FROM BUILDING INSPECTOR/P & Z
9. REPORT FROM VEOLIA
10. FISHERMAN'S COVE VARIANCE REQUEST
11. CONSIDERATION OF PROCLAMATION 90<sup>TH</sup> ANNIVERSARY OF TAMiami TRAIL/Patty Huff
12. CONSIDERATION OF PAY FOR MAYOR SALARY
13. CONSIDERATION OF MORITORIUM ON AIRBOAT BUSINESS
14. CONSIDERATION OF VARIANCE FOR FISHERMANS COVE
15. CONSIDERATION OF THE CITY ATTORNEY AGREEMENT AMENDMENT
16. FIRST READING OF SPEED SIGN ORDINANCE (tentatively adopting)
17. FIRST READING OF BUSINESS TAX ORDINANCE (tentatively adopting)
18. PUBLIC COMMENT
19. REPORT FROM CITY ATTORNEY
20. REPORT FROM MAYOR
21. REPORT FROM COUNCIL MEMBERS: TIM SMITH, ELAINE MIDDELSTAEDT, VICKY WELLS, MCBETH COLLINS, PARKER OGLESBY
22. ADJOURNMENT

**NOTICE:** ALL PERSONS WISHING TO SPEAK ON ANY AGENDA ITEM MUST REGISTER PRIOR TO THE MEETING. ALL REGISTERED PUBLIC SPEAKERS WILL BE LIMITED TO FIVE (5) MINUTES, UNLESS PERMISSION FOR ADDITIONAL TIME IS GRANTED BY THE MAYOR. ANY PERSON WHO DECIDES TO APPEAL A DECISION BY THIS COUNCIL WILL NEED A RECORD OF THE PROCEEDINGS PERTAINING THERETO, AND THEREFORE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, UPON WHICH THE APPEAL IS TO BE BASED. THIS AGENDA WAS POSTED AT CITY HALL AND BROADCASTED ON THE LOCAL TV CHANNEL, THIS 27TH DAY OF MARCH, 2018 BY DOTTIE JOINER, CITY CLERK.



# City of Everglades City Council

April 3, 2018



# Agenda

- Project Update
  - j
- Public Outreach
  - h
- Needs Identification
  - j
- Your Input





# Vision Statement

**To provide a safe and comprehensive bicycle and pedestrian network that promotes and encourages community use.**

# Metropolitan Planning Organization (MPO)

- 50,000 + People
- 400 MPOs in United States
- Transportation Plans
- Local Priorities
- Partners

# Draft Goals and Objectives

- Safety
- Connectivity
- Health
- Environment
- Equity/Livability
- Economy

# Public Outreach

- 600+ Comments
- Safety
- Lack of Facilities
- Speed and Volume of Traffic
- Connectivity
- Gaps
- Pathways, Greenways and Canals, East West
- Local Sidewalks


# Needs Identification

- Safety – Corridors Intersections
- Major Roads (arterials, collectors)
- Greenways and Canals
- Local Roads



# Local Road Needs

- MPO Walkable Community Studies
- Community Input
  - Copeland Avenue
  - Datura Street
  - Broadway
  - Collier Avenue

 alamy stock photo

DIGITAL &  
PEDESTRIAN  
MASTER PLAN





# Comments Questions

# Everglades City





# Plan Update and Public Engagement

March 8, 2018

# Agenda

- Project Overview
- Community Engagement/Public Input Review
- Vision Statement, Goals and Objectives
- Next Steps

## Project Overview

- Emphasis on entire network, facility types, needs
- Analysis, update of Project Evaluation Criteria
- Increasing focus on Safety, Connectivity and Equity

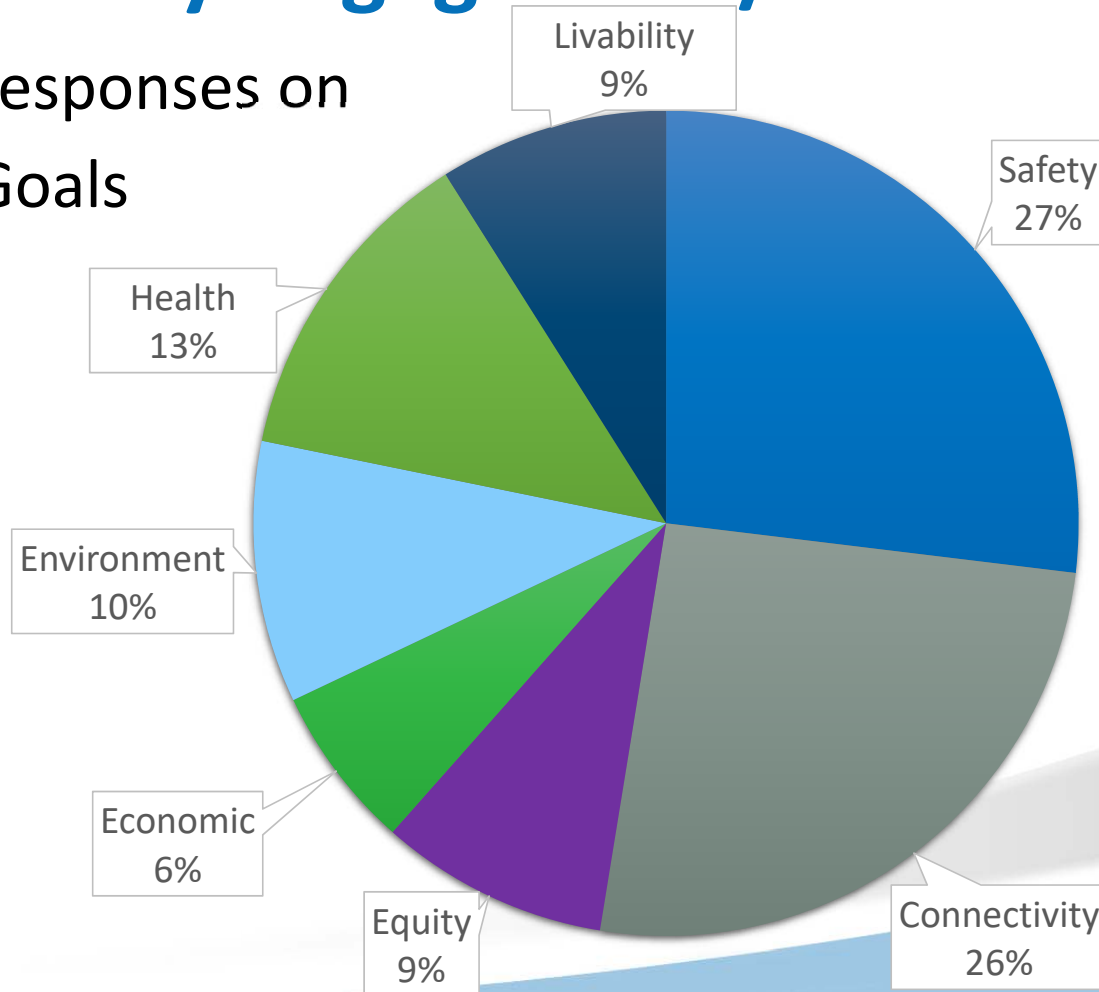
# Community Engagement/Public Input Review

- Public Open Houses
- Stakeholder Group
- Mobile Workshops
- Wiki Interactive Map
- Surveys – English, Spanish, Creole
- Comments Cards
- Webpage



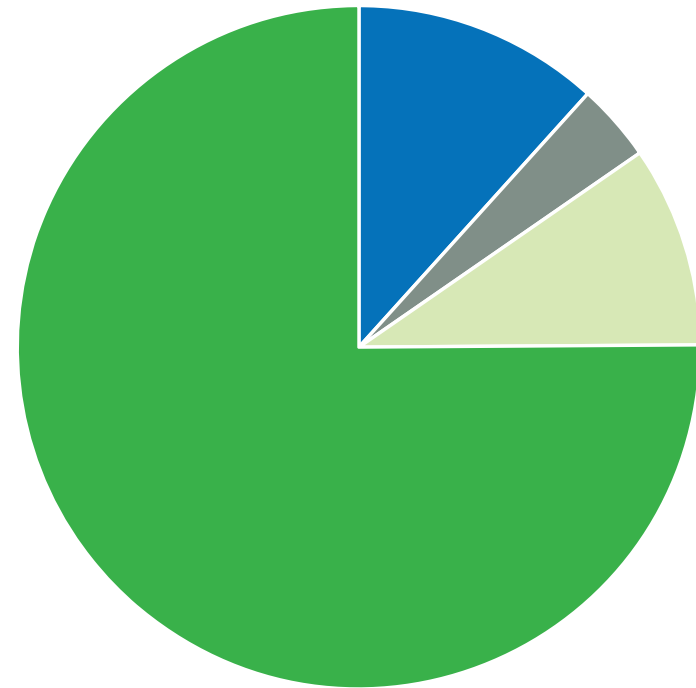
# Community Engagement/Public Input Review

## Survey Responses on Project Goals



Safety  
Connectivity  
Health  
Environment  
Equity  
Livability  
Economic

## WikiMap Online Map 500+ Comments



- Bicycle Need
- Pedestrian Need
- Safety Concern
- Connection

(i.e.: signage, bike lanes, bike paths, intersection priority, bicyclist and driver education, enforcement)



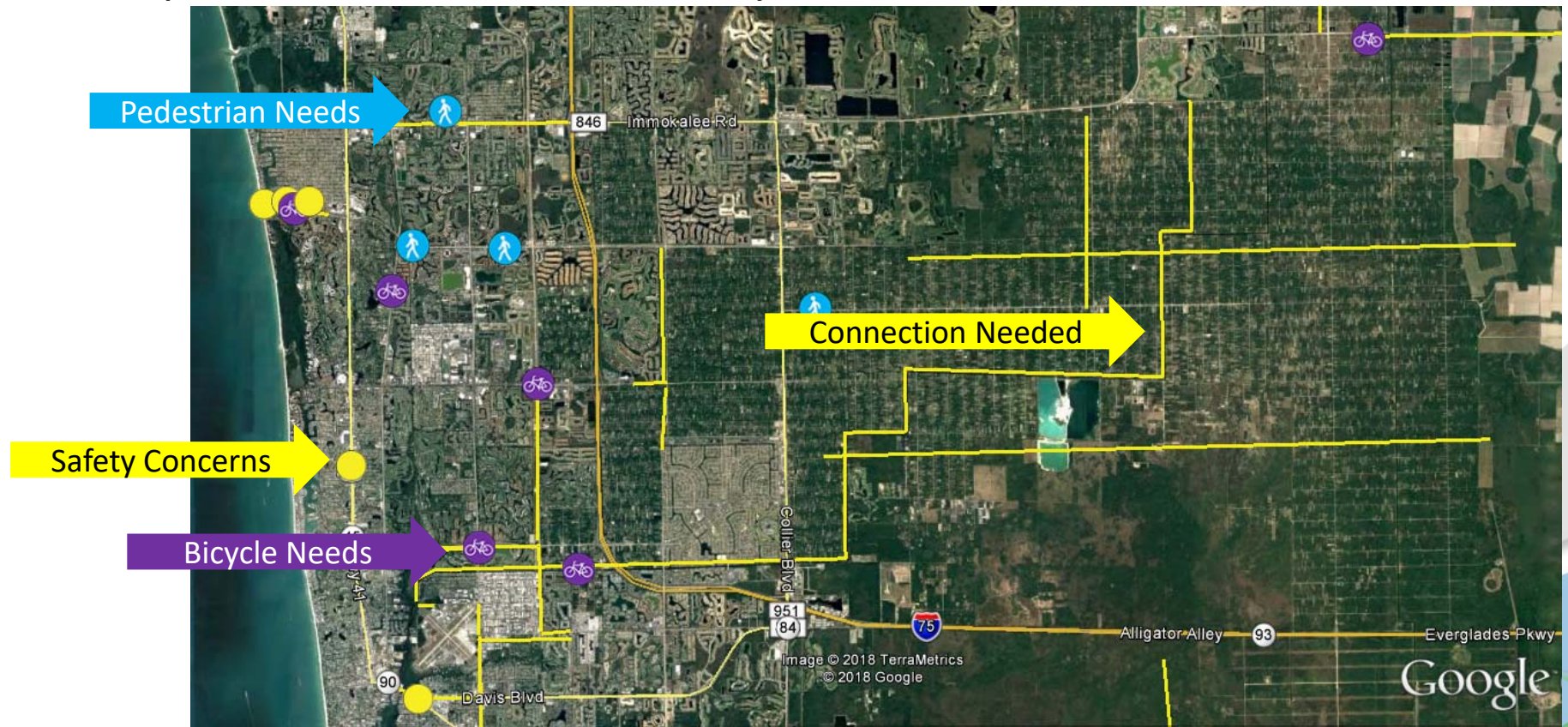
(i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)





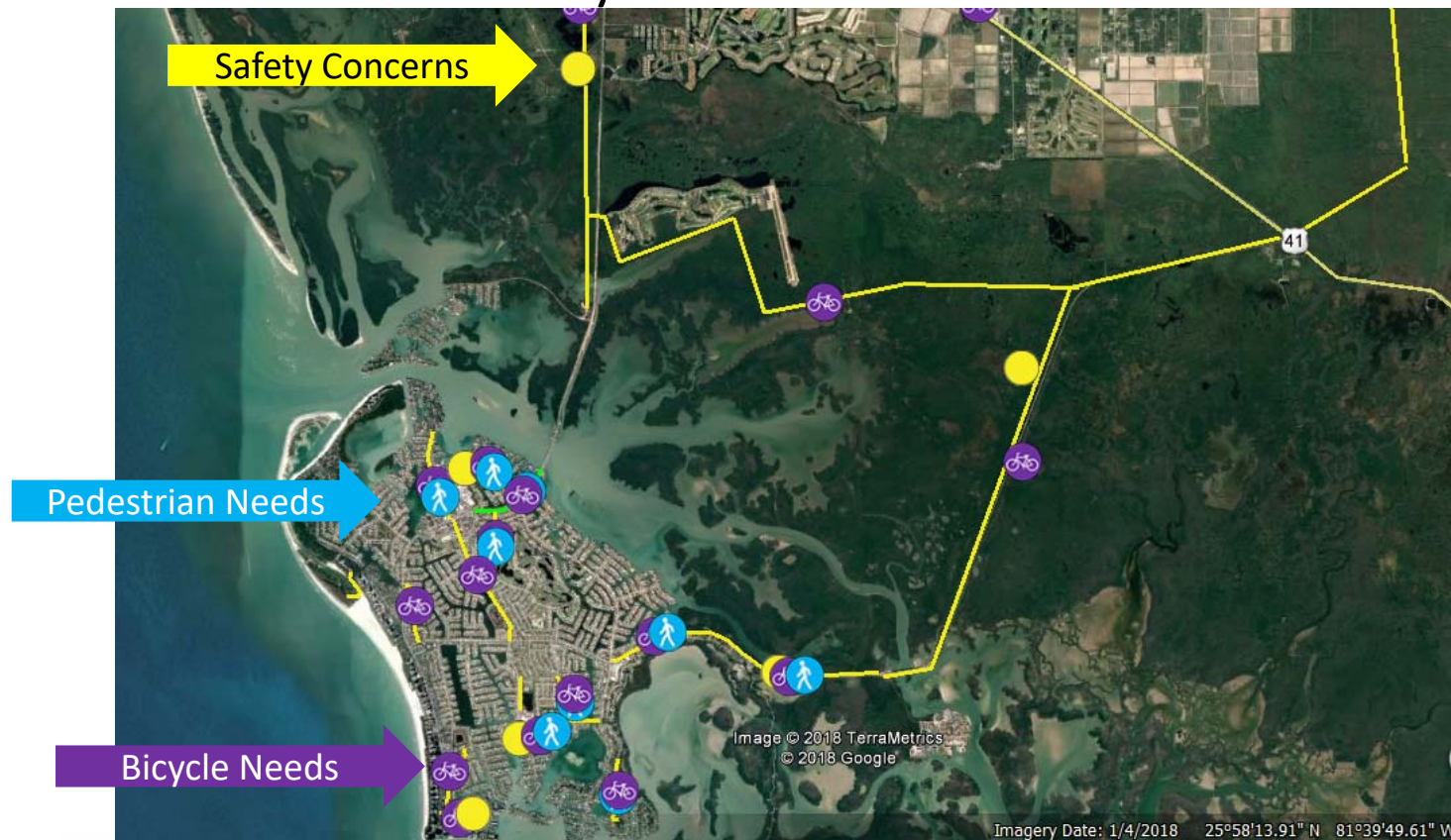
# Community Engagement/Public Input Review

## WikiMap Comments – North County



# Community Engagement/Public Input Review

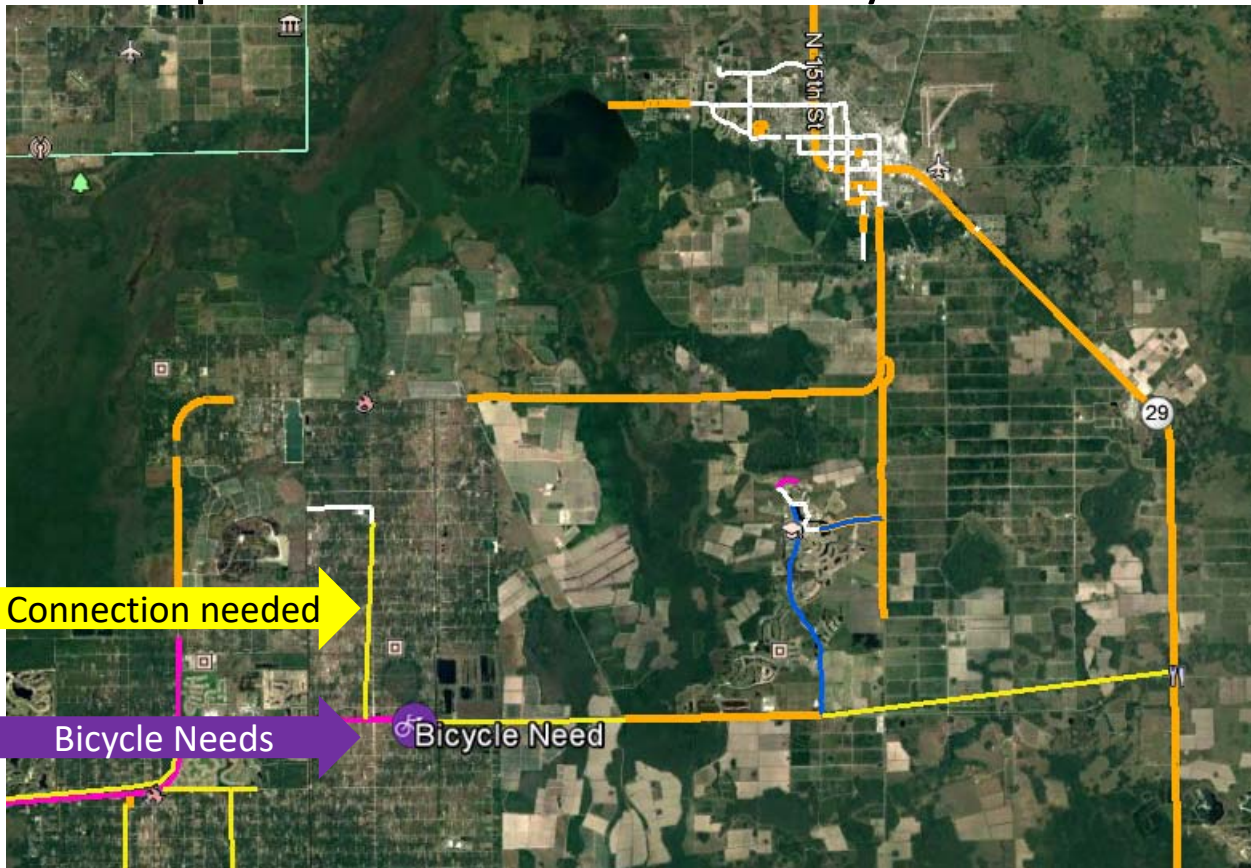
## WikiMap Comments – South County





# Community Engagement/Public Input Review

## WikiMap Comments – West County and Immokalee



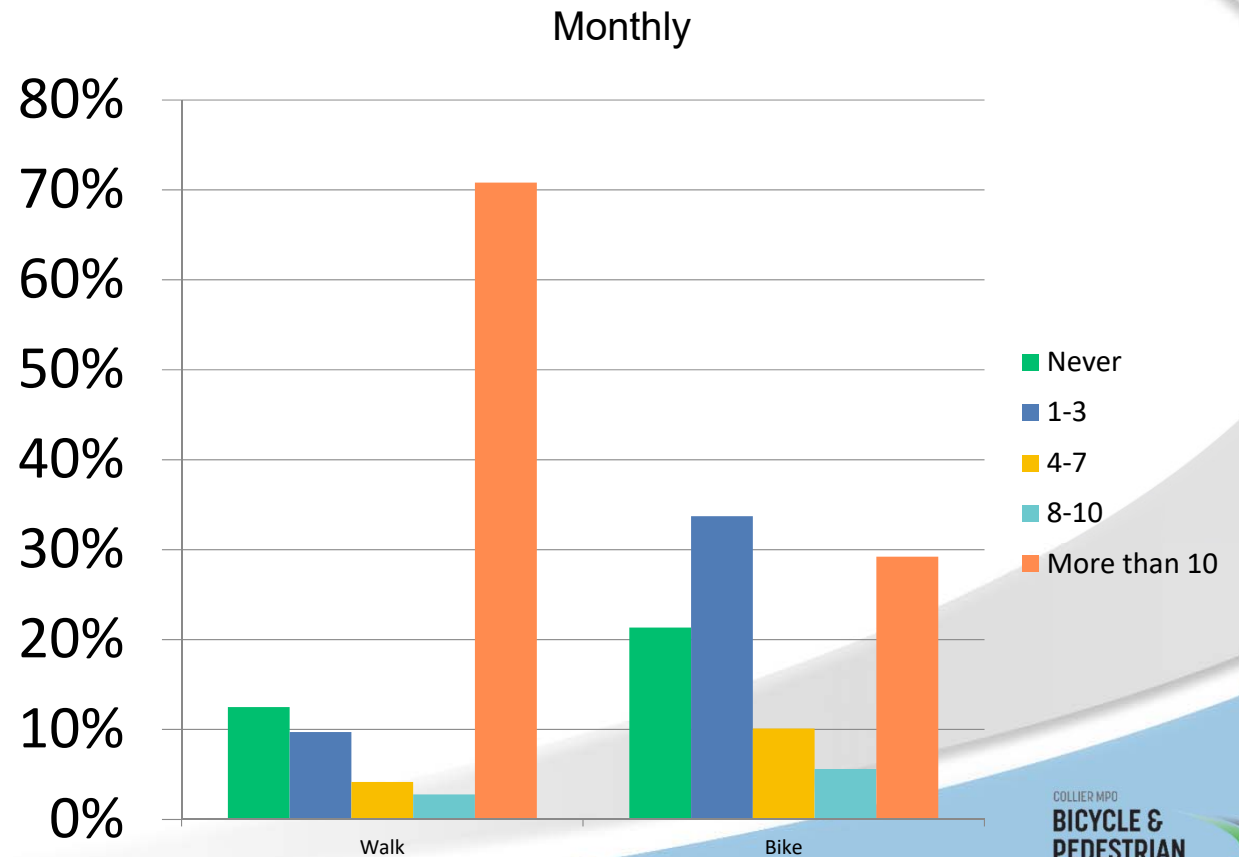
Immokalee MSTU/CRA – Not well represented in on-line feedback (see map)

Response:  
Ongoing engagement with CRA, face-to-face meetings, review

# Community Engagement/Public Input Review

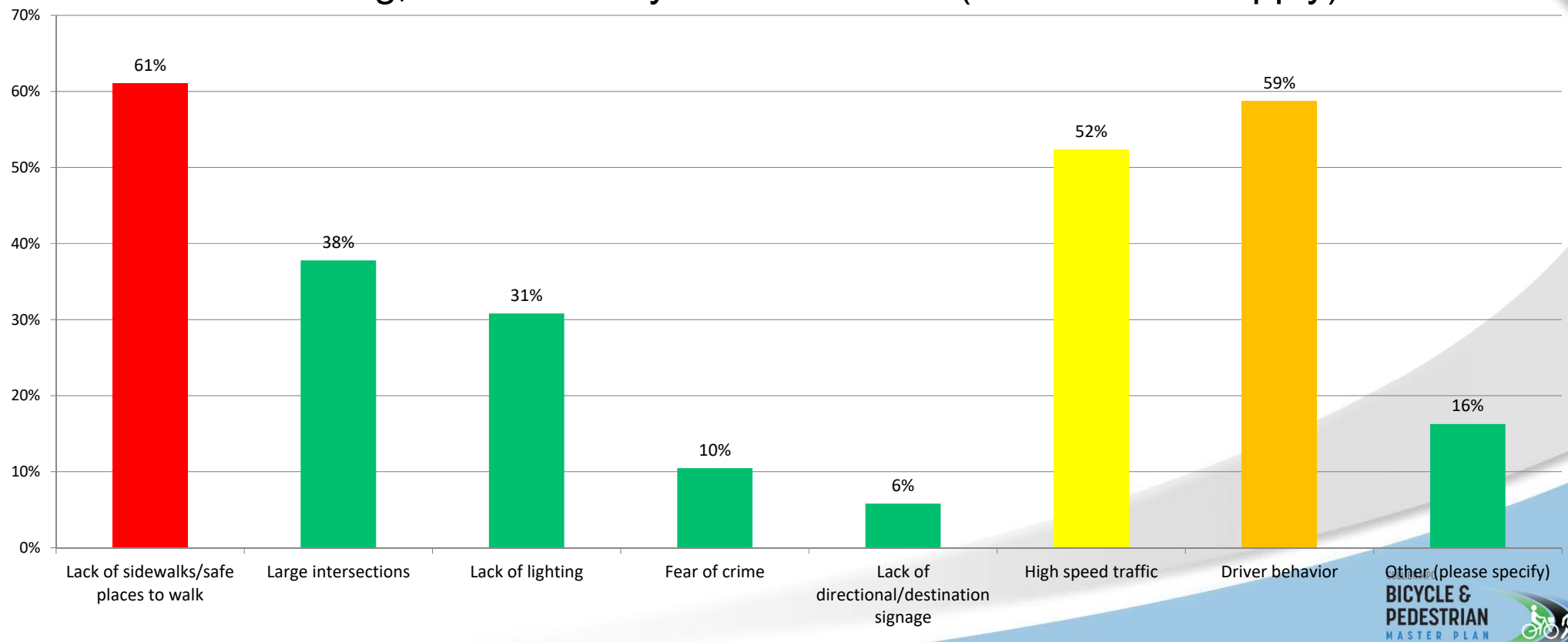
## Survey

242 responses including 10 from the workshop  
(Comment period closed 2/14)

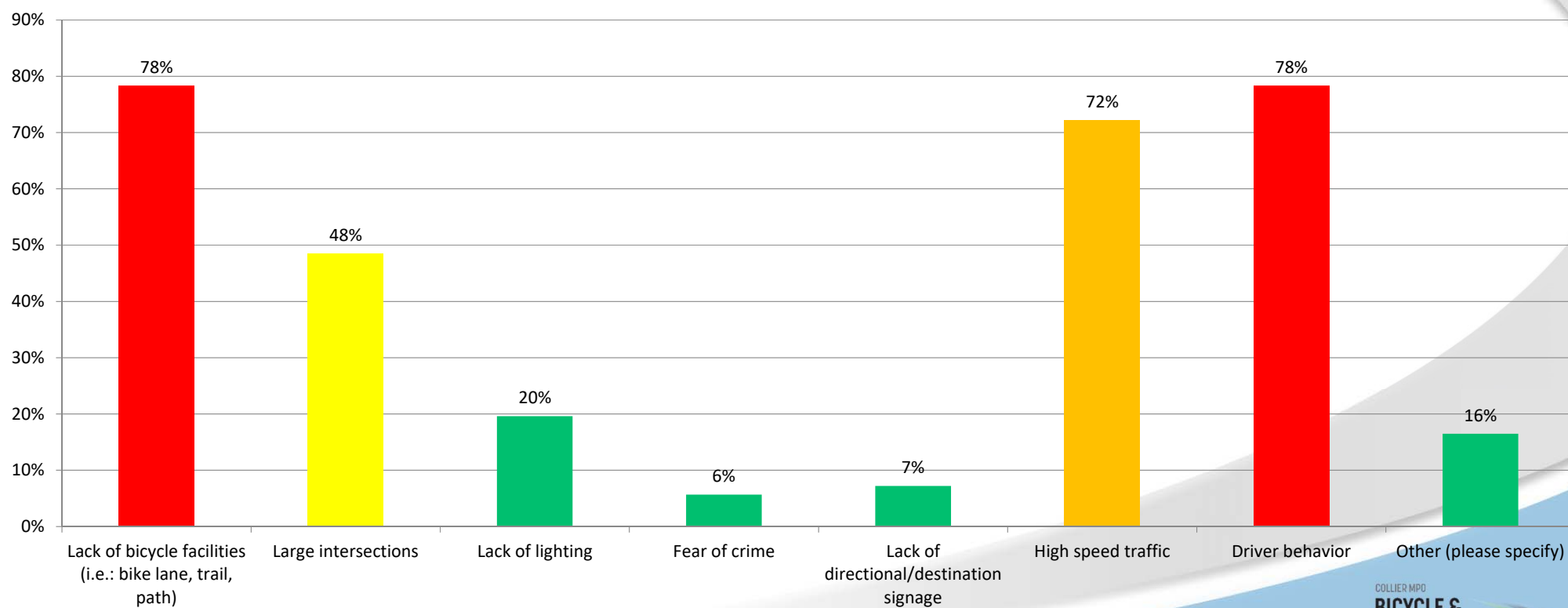


# Community Engagement/Public Input Review

If walking, what makes you feel unsafe? (Check all that apply)



## If biking, what makes you feel unsafe? (Check all that apply)



## Vision Statement

**To provide a safe and comprehensive bicycle and pedestrian network that promotes and encourages community use.**

# Goals and Objectives (proposed and previous)

Proposed 2018 Plan Goals	2012 Goals	2006 Goals
<b>Safety</b> - Increase safety for people who walk and bicycle in Collier County.	Goal 2: <u>safety</u>	Goal 4: <b>safety</b>
<b>Connectivity</b> - Create a network of efficient, convenient bicycle and pedestrian facilities in Collier County.	Goal 1: <u>safe, inviting and convenient</u>	Goal 2: <b>safe, connected, and convenient</b>
	Goal 5: <u>network of off-road greenways</u>	Goal 3: <b>off-street network</b>
<b>Health</b> - Encourage health and fitness by providing a safe, convenient network of facilities for walking and biking.	Goal 4: <u>recreational and leisure</u>	Goal 1: <b>Health and Fitness</b>
<b>Environment</b> - Protect the environment by supporting mode choice		
<b>Equity/Livability</b> - Increase transportation choice and community livability through the development of an integrated multi-modal system.	Goal 6: <u>transportation efficiency and community livability</u>	Goal 5: Improve transportation efficiency
<b>Economy</b> - Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities.	Goal 3: <u>tourism and economy</u>	



## Next Steps

- Complete summarization of public comment
- Coordination with local agency staff on policies
- Project evaluation and prioritization criteria
- Begin to identify project needs

# Thank you

## Questions?

# Community Engagement/Public Workshop Review

## Plan concerns?

- Enforce traffic crossing at King Trail - people will not stop
- Build more bike paths, extend King Trail
- Extend 951/Collier Trail
- Sidepaths with all new road construction
- Map out available roadway ROW, SWFLWMD, FPL
- Put arterials in a road diet- reduce lane widths, [add] on-street parking, give up lane for bike ped
- Need policy - Complete Streets, Greenway easements, transportation enhancements
- 6-lane roads are too dangerous to cross
- On LRTP, quit starting with the assumption that all roads will end up 6-lanes
- Recreation trails very important
- Safe road crossings everywhere

**Comment topics:**  
Trail/traffic crossings  
Development standards  
Roadway danger  
Greenway options  
Policy

# Community Engagement/Public Workshop Review

## Plan success?

- 5 year building plan
- Cost feasible plan
- Developers held responsible for impact on congestion and traffic
- Developers provide more pathways
- More pathways for non-motorized transportation
- Extend current greenways (Rich King)
- Boardwalks/ bikepaths to ride by the beach
- Provide more greenways
- Encourage more businesses to provide bike racks
- Allow bike access through gated communities to connect elsewhere
- Safer access for biking/walking
- More greenways and trails
- Safer areas to ride bikes with dedicated trails (i.e. rails to trails)
- Advocate for more green space (less development) so more greenways are possible
- More connected roadways, fewer huge intersections with multiple lanes to cross
- Better connections to Immokalee

## Comment topics:

Greenways

Safer Access

Developer responsibility

Connectivity

5-year plan

# Community Engagement/Public Workshop Review

Connections: Here to there

- More east-west connections to and from the Beach
- Immokalee to the rest of the County
- Eagle Lakes Park to Collier Seminole State Park

# Community Engagement/Public Input Review

## Mobile Workshops/Face-to-Face meetings

What we have heard:

- Need more connections to Immokalee
- Better project coordination
- Vanderbilt Beach Rd feels unsafe
- Request for enforcement and education to be included
- More pedestrian access from Pelican Bay to Mercato
- Pedestrian access to the beach
- More bike lanes
- More paths



# Community Comments

- Greenways:
- Other
  - More green space and greenways
  - Extend more pathways for non-motorized transportation
  - Boardwalks and bike paths to ride by the beach
  - Developers held responsible for impact on congestion and traffic
  - Pathways and sidewalks with all new road construction

# Community Comments

- Safety
  - Safer access for biking/walking
  - Safer intersection and road crossings
  - Enforcement and Education
  - Complete Streets and Road Diets
  - Safer areas to ride bikes with dedicated trails
- Connections
  - More East-West connections to beach
  - More Bike access through gated communities to connect elsewhere
  - Better connections to Immokalee
  - More connected roadways
  - More interconnected greenways, trails and bike paths

# Vision Statement

**safe**  
**comprehensive**  
**interconnected network**  
**encourages and inspires**  
**throughout Collier County**  
**increase opportunities**  
**all ages and abilities**  
**enjoy**

## Appendix 5 - Public Outreach Comments

### **Safety - 27 Comments**

Afraid to ride bicycle on VBR so ride on sidewalk  
Afraid to ride on bike lanes because they are too narrow  
VBR dangerous to ride on  
Feel unsafe on US41@99th St  
Biking to coast on major roads is scary  
Intersections VBR@Goodlette and VBR@41 are difficult to cross on bikes  
Afraid of US41  
Hate riding in the road, too much traffic  
Hard to ride bike on Collier Boulevard  
Won't ride on roads, not safe  
Won't ride on roads, too dangerous  
Vanderbilt Dr is dangerous - , not enough street lights, too many bikes, bikes riding too fast  
Too many bikes on Seagate riding too fast. Have seen two bike ped collisions.  
High speed traffic, driver behavior, lack of bicycle facilities  
Riding bikes on roads is dangerous  
Intersection of 41 with Flishman/Orchid is poorly designed for safe passage of bicyclists and pedestrians  
Lakewood at Esty is a dangerous intersection, there was a fatal bike crash involving a bike and a car  
Peletons ignore traffic lights making it unsafe  
Peletons should have a scout/escort/police at intersections  
When there is a bike, a car and a truck side by side the road is too narrow  
Bike lane on Bayshore is too narrow when there are trucks/buses on road, lane width is 10-feet  
Due to high bike/ped usage on Gulfshore Blvd should vehicle access be limited for safety reasons  
Hedge height can create dangerous condition for cyclists and motorists.  
Rattlesnake between US41 and County Barn is very dangerous to ride bikes on  
Bridge on US41 over Gordon River is impossible for bicyclists  
Poinciana Dr and Grey Oaks Dr poor visibility, hard to see peds and bikes,  
People ride bikes at night without lights or reflectors in Bayshore

### **Sidewalks Needed - 6 Comments**

Sidewalks needed on Carson, South 5th St, Carver St, Eustis Ave, S 9th St  
Uses its funding to fill in as many gaps as possible  
Sidewalk needed on Seagrape  
Lake Trafford Rd from Little Road to Marina is highest priority, no place for school children to walk  
Poinciana Dr and Grey Oaks Dr need wider sidewalks  
Sidewalks need to be wider

### **Bike Lanes Needed - 6 Comments**

Bike lanes needed on San Marco between 41 and Goodland  
Bike lanes needed on Seagate Drive  
VBR and Livingston Rd need better bike lanes  
Make bike lanes wider  
Bike lane on 41 between San Marco Rd & SR 29 needs to have bike lane signs painted onto bike lane  
Should be bike lanes on both sides of road

**Bike Paths Needed - 10 Comments**

Gulf Shore Blvd needs bike paths (Eric's Note Road has existing wide bike lanes.)

Put bike paths along canals

Trees damaged on Seagate from Irma. May be opportunity to replant tree between road and separated bike lanes

Would like to see more designated bike paths

Shared Use Path missing link on 41 between Greenway and 6L Farm Rd needs to be completed

More people would bike between Naples and Everglades City if the gap on 41 from Greenway to 6L was filled in

Fill in the path gap on US 41 between Collier Blvd and San Marco Rd (Eric insert - this is same section as Greenway)

Bike path needed between the Judge Jolly Bridge and Isle of Capri

Path needed on southern end of Collier Blvd [Marco Bike MP Priority]

Would like path on Sand Hill [Marco Bike MP Priority]

**Connections - 9 Comments**

Freedom Park and the Gordon River Greenway should be connected

Need for east-west connections to beach

More pedestrian access from Pelican Bay to Mercato

Need better walking/biking access to Mercato

Need more east-west connections to beach particularly in Naples Park

No bike access to beach

Needs more connections to the rest of the County than Immokalee Rd which is very congested

Extend the Richard King Greenway along the FPL corridor to Golden Gate canal

When I-75/Collier interchange is redone, make sure bicycle and pedestrian facilities are included.

**Signage Needed - 4 Comments**

How can I request a needed child caution signs at 97<sup>th</sup> Ave N (800 block) in Naples Pk & Carica Rd Inn Pine Ridge w/o Hickory Garrett Beyrent with Longbow Lobby

More active school signs are needed. More speed limit signs are needed.

Small bike signage on road signs would be helpful

More road directional signage is needed on roads, tourists and old people don't know where they are going

**Education/Enforcement -4 Comments**

Education and enforcement done the correct way is what is needed to help safety

Need more traffic enforcement

Stop texting and driving

Will plan include education and enforcement initiatives

**Other - 31 Comments**

Establish "Kid Safe Zones" at all 7 elevens and Speedways, Fire Stations and Sub Stations Skip Haeger, Golden

Signal needed at New Market/Westclox/SR29 int. Doesn't pass warrant because people do not use it. Too dangerous

When driving on 41N and making left onto Wiggins Pass there are 2 left-turn lanes but only one receiving lane

Support Naples trying to make 8th St more bike friendly

Some people ride too fast on the sidewalk

Would like to get the bikes off of the sidewalks

Need better sidewalk street lighting especially on Park Shore and Carlisle Court

## **Other**

Conceptual site plan for Magnolia Sports Park submitted - Garrett Beyrent with Longbow Lobby  
Marsh Trail [in 10,000 Islands National Wildlife Refuge) path is not ADA accessible past the [viewing] platform  
Immokalee needs assistance now  
If there is an evacuation many people will not be able to get of Immokalee easily or quickly  
Should be able to ride on sidewalk  
Against US 41 road diet suggested by Naples Downtown Circulation and Mobility Study  
Future maintenance funds should be set aside at time of constructing bike/ped facilities  
Marco Island could benefit from a "Smart Bike System"  
Wants to retire here- Barbara, visitor from Wisconsin  
I supported the ROGG idea  
Who is responsible for the maintenance of the Rich King Greenways  
Preserve the environment  
How many bike and ped crashes have there been in Bayshore  
Would like MPO to present info on GGC Walkable Community to MSTU Skip Haeger, Golden Gate City MSTU  
The MSTU is planning to add more sidewalks and street lights to Golden Gate Parkway. The MSTU is working with Ron Jefferson, CRA, on this Skip Haeger, Golden  
Planning multi-use path Golden Gate Canal: Collier Blvd - Golden Gate County Comm Pk. Submitted site plans for Magnolia Pond Sports Park Garrett Beyrent with  
Bike lanes should be delineated better with strippeing and bike symbols  
Has tried to develop shared-use path adjacent to Davis Blvd circa 1996, but PAC turned it down - opted for bikes to ride on the shoulder instead (Jeff Perry was MPO  
Director and Garrett was on the MPO at the time)Garrett Beyrent with Longbow Lobby  
Great to be able to walk  
Parks are beautiful  
Not a biker so my comments would be useless  
Not a biker so my comments would be useless  
If Mussey Road is widened it may lead additional cut-through traffic and increase traffic on VBR

## **Positive Experiences - 9 Comments**

Airport Pulling from VBR to Immokalee good for riding bikes  
Like the sidewalks around the Naples Airport  
VBR great road for biking  
Pelican Bay is very bike friendly  
VBR from Airport Pulling to Gulf Shore Drive (coast) is great for riding bikes  
Gordon River Greenway is great place to ride  
Mostly positive experience getting around on scooter. Can pretty well manage cracks in the sidewalk Barbara,  
Marco Island is a nice place to ride bicycles



## **February 4, 2018 Golden Gate City Community Market**

### **Written Comments Received on GGC Walkable Community Study and Bicycle & Pedestrian Master Plan**

Recorded by: Anne McLaughlin

#### **Skip Haeger, Vice Chair, Golden Gate City MSTU**

- Establish "Kid Safe Zones" at all 7 elevens and Speedways, Fire Stations and Sub Stations
- The MSTU is planning to add more sidewalks and street lights to Golden Gate Parkway. The MSTU is working with Ron Jefferson, CRA, on this
- Would like MPO to present info on GGC Walkable Community to MSTU
- Took 4 copies of Bike/Ped Master Plan website information to share with MSTU

#### **Garrett FX Beyrent**

Longbow Lobby; [GFXBeyrent@aol.com](mailto:GFXBeyrent@aol.com); 3115 Magnolia Pond Dr Naples, FL 34108

Described himself as land developer

- Need child caution signs at 97<sup>th</sup> Ave N (800 block) in Naples Park and at Carica Rd inn Pine Ridge west of Hickory Rd – how does he go about requesting them?
- Has tried to develop shared-use path adjacent to Davis Blvd circa 1996, but PAC turned it down - opted for bikes to ride on the shoulder instead (Jeff Perry was MPO Director and Garrett was on the MPO at the time)
- Currently planning a multi-use path along Golden Gate Canal between Collier Blvd and County Community Park in Golden Gate, dropped off site plans for Magnolia Pond Sports Park

#### **Barbara, visiting from Wisconsin**

*Anne asked her how easy she found it to get around the area on the electric scooter she was riding*

- Visiting her brother in Golden Gate City for a week
- Her experience getting around on the scooter has been mostly positive
- People are very kind and help her; she can pretty well manage cracks in the sidewalk
- She has been all over the world with her scooter; has not had any problems anywhere
- Wants to retire here

Surveys distributed by Alan Musico at Marco Island Farmers' Market specific to Maco Island Bike Path Master Plan

Survey asked respondents to list their "top priority" from among five (5) preselected options

Some respondents listed more than one top priority

73 surveys results counted included 15 surveys with two top priorities

5 surveys not counted, respondents lists 3 or more choices as top priority, if counted this survey would have added either 4 or 5 votes to each priority

	"Votes"
A) Collier Alternate South Bike Lanes	35
B) Collier Alternate North Bike Lanes	22
C) Bald Eagle Bike Lanes	45
D) North Barfield Shared Use Path	15
E) Sandhill Shared Use Path	14
F) Other - Goodland	1
	132

Seven letters of support for the Marco Island Bike Path Master Plan were also received

Amber Richardson, Marco Island Academy, Assistant Principal

Support for Bald Eagle and Sandhill bike lanes

Cindy Love, Greater Marco Family YMCA CEO

Support for Marco Island Bike Path Master Plan particularly Sandhill and Bald Eagle

Al Schettino, Marco Island Police Chief

Support for Marco Island Bike Path Master Plan and all five top priorities listed above

Gay Elliot, Marco Island Area Association of Realtors, President

Support for Marco Island Bike Path Master Plan and all five top priorities listed above

George Aboundader, Marco Island Charter Middle School, CEO and Principal

Support for Marco Island Bike Path Master Plan and all five top priorities listed above

Dianna Dohm, Marco Island Chamber of Commerce, Executive Director

Support for Marco Bike Path MP, particularly all top priorities except Sandhill

Kathryn Sullivan, Marco Island Civic Association

Support for Marco Island Bike Ped Master Plan

Jared Grifoni, Chairman, Marco Island City Council, submitted a petition with 508 signatures "fully endorsing the implementation of the Marco Island Bike Path Master Plan, specifically supporting the installation of bike lanes on Collier Ave Alternates (North and South) and on Bald Eagle Drive."

## Petition Form Exhibit "C"

PAGE \_\_\_\_\_ OF \_\_\_\_\_

NEIGHBORHOOD TRAFFIC  
MANAGEMENT PROGRAM**PETITION FORM**

We, the undersigned, as residents of the CROWN DR. neighborhood,  
hereby request the evaluation of the traffic problems on CROWN DR.  
street(s) and the development of a TRAFFIC MANAGEMENT PLAN. The  
problems are identified as: EXCESSIVE SPEED AND EXCESSIVE TRAFFIC

Please list all addresses in the petition area. One signature per address.

DATE	NAME (please print)	ADDRESS	SIGNATURE
1-15-16	DAVID & SANDRA ZUNHASE	173 CROWN DR.	Sandra Zunhase
1-15-16	RAY & LEA LEONARD	127 CROWN DR.	Lea Leonard
1-15-16	Angela Messier	167 CROWN DR.	Angela Messier
1-15-16	GARY HOFFMAN	107 CROWN DR.	Gary Hoffman
1-15-16	KATHRYN HOFFMAN	107 CROWN DR.	K. Hoffman
1-15-16	U. BECKERMAN	109 - CROWN DR.	U. Becker
1-15-16	U. BECKERMAN	149 - CROWN DR.	U. Becker
1-19		<del>156 CROWN DR.</del>	
1-19-16	Michele Bruno	139 Crown Dr	Michele Bruno
1-25-16	LUANN SICARD	165-A CROWN DR.	Luann Sicard
1-25-16	PAUL B SICARD	165-B CROWN DR.	Paul B Sicard

# Petition Form Exhibit "C"

NTMP

PAGE \_\_\_\_\_ OF \_\_\_\_\_

NEIGHBORHOOD TRAFFIC  
MANAGEMENT PROGRAM

## PETITION FORM

JANUARY 2016, FLORIDA

We, the undersigned, as residents of the Crown Dr. neighborhood,  
hereby request the evaluation of the traffic problems on CROWN DR.  
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1-15-16	DAVID & SANDRA ZUNHARZ	173 CROWN DR.	Sandra Zunharz
1-15-16	RAY & LEA LEONARD	127 CROWN DR.	Lea Leonard
1-15-16	Angela MESSIER	169 CROWN DR.	Angela Messier
1-15-16	GARY HOFFMAN	107 CROWN DR.	Gary Hoffman
1-15-16	KATHRYN HOFFMAN	107 CROWN DR.	K Hoffman
1-15-16	U. BECKERMAN	109 - CROWN DR.	U Becker
1-15-16	U. BECKERMAN	149 - CROWN DR.	U Becker
1-19		<del>150 CROWN DR.</del>	
1-19-16	Michele Bruno	189 Crown Dr.	M Bruno
1-22-16	Providence GAMBOLFO	179 Crown Dr.	P Gambolfo
1-22-16	Antoine GAMBOLFO	179 Crown Dr.	A Gambolfo
1-25-16	Cynthia S. Smith	125 Cypress Ridge Dr.	Cynthia S. Smith
1-25-16	April Bertone	125 CROWN DR.	April Bertone

# Petition Form Exhibit "C"

NTMP

PAGE \_\_\_\_\_ OF \_\_\_\_\_

## NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

### PETITION FORM

CHIEF OF POLICE

We, the undersigned, as residents of the Crown Dr. neighborhood,  
hereby request the evaluation of the traffic problems on CROWN DR.  
street(s) and the development of a Neighborhood Traffic Management Plan. The  
problems are identified as: EXCESSIVE SPEED AND EXCESSIVE TRAFFIC

Please list all addresses in the petition area. One signature per address.

DATE	NAME (please print)	ADDRESS	SIGNATURE
1-15-16	DAVID & JANDRA ZUNHARZ	173 CROWN DR.	Jandra Zunharz
1-15-16	RAY & LEA LEONARD	127 CROWN DR.	Lea Leonard
1-15-16	Angela Messier	167 CROWN DR.	Angela Messier
1-15-16	GARY HOFFMAN	107 CROWN DR.	Gary Hoffman
1-15-16	KATHRYN HOFFMAN	107 CROWN DR.	K Hoffman
1-15-16	U. BECKERMAN	109 - CROWN DR.	U Becker
1-15-16	U. BECKERMAN	149 - CROWN DR.	U Becker
1-19		<del>156 CROWN DR.</del>	
1-19-16	Michele Bruno	139 Crown Dr.	Michele Bruno
1-27-16	NOAH WILINSKY	145 CROWN DR.	Noah Wilinsky

# Petition Form Exhibit "C"

PAGE \_\_\_\_\_ OF \_\_\_\_\_

## NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

### PETITION FORM

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hereby request the evaluation of the traffic problems on Crown Dr.  
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Please list all addresses in the petition area. One signature per address.

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1-19		<del>156 CROWN DR.</del>	
1-19-16	Michele Bruno	139 Crown Dr.	Michele Bruno
2/9/16	BELINDA DEANE	131-133 Crown Drive	Belinda Deane



## OrtmanEric

---

**From:** OrtmanEric  
**Sent:** Friday, March 2, 2018 1:11 PM  
**To:** OrtmanEric  
**Subject:** FW: Crown Dr. Sidewalk

Email from Ray Leonard without the attachment.

**From:** napleselecmters@aol.com [mailto:napleselecmters@aol.com]  
**Sent:** Friday, January 19, 2018 10:22 AM  
**To:** OrtmanEric <Eric.Ortman@colliercountyfl.gov>  
**Subject:** Crown Dr. Sidewalk

Hello Eric

Thanks for taking the time to talk with me last Wednesday at Veterans Park.

Please see attached Petition form from the NTMP program that is not funded any longer.

I know you informed me that the MPO funding would not apply to my request for a sidewalk on Crown Dr. You did mention possibly funding from other sources.

Possibly at this point we can at least look at what the project would involve to come up with a budget price so that when looking for funding a dollar amount would be known?

ThankYou

Ray Leonard  
127 Crown Dr.

Cell # 601-1341

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Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

Dear Mr. Solis and Mr. Ortman:

As I review the Proposed Bicycle and Pedestrian Master Plan it is clear that Wiggins Pass Road has been totally ignored and left out once again.

Wiggins Pass Road is a vital and high traffic connector between all the new developments that were approved on Vanderbilt Road traffic flows through to Tamiami Trail ( Rt. 41 ).

I bring to your attention that just two months ago an innocent Pedestrian was killed on Wiggins Pass Road walking on the only 36 inch sidewalk by two cars crashing into him in a horrific accident.

**It is time improvements are made to handle the volume of traffic on Wiggins Pass Road and we the residences should not be totally ignored and left out of the Collier County Bicycle and Pedestrian Master Plan.**

Signed,



**Collier County Resident and Tax Payer**

430 Cove Tower Drive  
Unit 303  
Naples, FL 34110  
312-505-2452

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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**Signed,**

Nah  
D. Nahkath

**Collier County Resident and Tax Payer**

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,



**Collier County Resident and Tax Payer**

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,

*Bill C. Branch Jenkins*  
Collier County Resident and Tax Payer

*420 Cove Towers  
1004  
Naples*

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Signed,



Collier County Resident and Tax Payer



Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

Dear Mr. Solis and Mr. Ortman:

As I review the Proposed Bicycle and Pedestrian Master Plan it is clear that Wiggins Pass Road has been totally ignored and left out once again.

Wiggins Pass Road is a vital and high traffic connector between all the new developments that were approved on Vanderbilt Road traffic flows through to Tamiami Trail ( Rt. 41 ) .

I bring to your attention that just two months ago an innocent Pedestrian was killed on Wiggins Pass Road walking on the only 36 inch sidewalk by two cars crashing into him in a horrific accident.

**It is time improvements are made to handle the volume of traffic on Wiggins Pass Road and we the residences should not be totally ignored and left out of the Collier County Bicycle and Pedestrian Master Plan.**

Signed,

A handwritten signature in cursive script that reads "Linda C. Shesman". The signature is written in dark ink and is positioned above the printed name.

**Collier County Resident and Tax Payer**

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,

  
Collier County Resident and Tax Payer

4-20-18

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,

*Gregory A. Diggins*

Collier County Resident and Tax Payer

PETER M. BERKERY JR.  
GREGORY A. DIGGINS  
761 MAINSAIL PLACE  
NAPLES, FL 34110-3620

PS

My sister was nearly run over by a pick-up truck that literally sped up while she was crossing Wiggins Pass Rd. Near the same spot the pedestrian was killed.

*AD*

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,



**Collier County Resident and Tax Payer**

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[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

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[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,



**Collier County Resident and Tax Payer**



Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,



**Collier County Resident and Tax Payer**

*unit 301*



## OrtmanEric

---

**From:** Perry DeSiato <perryd31@gmail.com>  
**Sent:** Tuesday, April 24, 2018 5:01 PM  
**To:** OrtmanEric  
**Subject:** Bicycle & Pedestrian Master Plan Input

We live off Wiggins Pass Red. The last main road connection on US 41 and Vanderbilt. Traffic is very heavy and will get worse as the six new condo towers at our corner are finished plus the new Lucky's supermarket being built at the other end. We desperately need improved walkways and a bike path on that road as soon as possible.

Perry DeSiato, President Tarpon Cove  
Sent from my iPad

## OrtmanEric

---

**From:** Don Fraser <djaviationllc@gmail.com>  
**Sent:** Monday, April 16, 2018 5:45 PM  
**To:** OrtmanEric  
**Subject:** Wiggins Pass Bike Lane  
**Attachments:** Wiggins Pass .pdf

We live off Wiggins Pass Road and use the "bike lane" daily. It is much too narrow, full of pedestrians, often has construction vehicles blocking it, and is used by Germain's maintenance people as a high speed turnaround. It is scary! With 5 huge condo buildings being built nearby this is only going to get worse.

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,



**Collier County Resident and Tax Payer**

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

Dear Mr. Solis and Mr. Ortman:

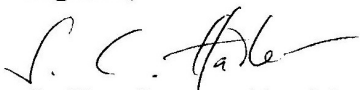
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Signed,



**Collier County Resident and Tax Payer**

205, 300 Hawsen Rd.  
Naples, FL 34110

April 19, 2018 phone call with Ms. Suzanne Lamers 314-313-1972 where she stated her opinion that bike lanes are needed on Wiggins Pass Road.

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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**Signed,**

**Collier County Resident and Tax Payer**



## OrtmanEric

---

**From:** Rebecca Meath <rebeccameath@gmail.com>  
**Sent:** Monday, April 16, 2018 5:49 PM  
**To:** OrtmanEric  
**Subject:** Fwd: Bike Lane Along Wiggins Pass  
**Attachments:** Wiggins bike Lane.pdf

----- Forwarded message -----

From: **Rebecca Meath** <[rebeccameath@gmail.com](mailto:rebeccameath@gmail.com)>  
Date: Mon, Apr 16, 2018 at 4:52 PM  
Subject: Bike Lane Along Wiggins Pass  
To: [AndySolis@colliergov.net](mailto:AndySolis@colliergov.net), [eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

Dear Mr. Solis, and Mr. Ortman,

Attached is a copy of a form that I have signed requesting that Wiggins Pass Road be added to the Proposed Bicycle and Pedestrian Master Plan. I ride my bike on this road every day and I plan to ride on it to get to shop at Lucky's market. The bike/walking sidewalk is too narrow for shared use and is dangerous. I hope with the approval of Lucky's market, that consideration was given to how riders and pedestrians will reach the market.

Sincerely,  
Rebecca Meath  
793 Carrick Bend Circle, #202  
Naples, FL 34110

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

Dear Mr. Solis and Mr. Ortman:

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Signed,



**Collier County Resident and Tax Payer**

I live in Tarpon Cove and am an avid bike rider and walker. I am looking forward to shopping at Lucky's Market and plan to get there either on bike or walking. I hope there will be a safe lane for me to do this.

Rebecca Meath  
793 Carrick Bend Circle #202  
Naples FL 34110

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman, Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

16 APRIL 2018

Dear Mr. Solis and Mr. Ortman:

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Signed,



**Collier County Resident and Tax Payer**

FRANS ERIK RONSCHOLT  
420 COVE TOWER DRIVE APT 401  
NAPLES, FL - 34110

**OrtmanEric**

---

**From:** Charlotte Young <charlottehyoung@hotmail.com>  
**Sent:** Tuesday, April 24, 2018 5:49 PM  
**To:** OrtmanEric  
**Subject:** Bicycle & Pedestrian Master Plan Input

I live in Caribbean Park mobile home park. There are many people who walk down Wiggins Pass and bike riders also. And there is not a sidewalk. Between the cars and trucks coming in and out of Cemex it is very dangerous. It would be much safer even if there was a sidewalk on one side of the road. Thank you.

Sent from my iPhone

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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Signed,

  
Collier County Resident and Tax Payer

## OrtmanEric

---

**From:** McLaughlinAnne  
**Sent:** Wednesday, April 25, 2018 1:38 PM  
**To:** OrtmanEric  
**Subject:** FW: Sidewalks and Bike Paths

Fyi.  
Anne McLaughlin  
Executive Director



Office: 239-252-5884  
Cell: 239-919-4378  
2885 South Horseshoe Dr.  
Naples, FL 34104  
[www.colliermpo.com](http://www.colliermpo.com)  
[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)

**From:** fbfoley1@aol.com [mailto:fbfoley1@aol.com]  
**Sent:** Wednesday, April 25, 2018 10:16 AM  
**To:** McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>  
**Subject:** Sidewalks and Bike Paths

Please give alot of consideration to BIKE PATHS AND SIDEWALKS IN THE WIGGIN PASS ROAD AREA.

MUCH NEEDED FOR SAFETY....

THANK YOU...  
ROBERT & FREDA FOLEY  
420 COVE TOWER DRVIE #201  
NAPLES, FL 34110

---

Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.



## OrtmanEric

---

**From:** Don Fraser <djaviationllc@gmail.com>  
**Sent:** Monday, April 16, 2018 5:45 PM  
**To:** OrtmanEric  
**Subject:** Wiggins Pass Bike Lane  
**Attachments:** Wiggins Pass .pdf

We live off Wiggins Pass Road and use the "bike lane" daily. It is much too narrow, full of pedestrians, often has construction vehicles blocking it, and is used by Germain's maintenance people as a high speed turnaround. It is scary! With 5 huge condo buildings being built nearby this is only going to get worse.

Commissioner Andy Solis  
[AndySolis@colliergov.net](mailto:AndySolis@colliergov.net)

Eric Ortman Collier County Pathway Chair  
[eric.ortman@colliercounty.gov](mailto:eric.ortman@colliercounty.gov)

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**Signed,**

**Collier County Resident and Tax Payer**

## OrtmanEric

---

**From:** OrtmanEric  
**Sent:** Friday, April 13, 2018 4:13 PM  
**To:** 'Dennis DiDonna'  
**Cc:** Commissioner Solis Aide (Angela.Goodner@colliercountyfl.gov)  
**Subject:** RE: Bike path on Wiggins Pass Road

Dennis,

This is a follow-up to our phone conversation the other day. Wiggins Pass Road (classified as a collector road between Vanderbilt and 41) has been captured in our data as having a sidewalk but lacking any bicycle facilities. It was therefore absent on our bicycle facility map. It has been noted as a bicycle need. The road will be evaluated by the set of criteria that are applied to all collector roads to ensure an even playing field. Safety is the plan's number one priority. With limited funding we are trying to identify the projects that will increase overall safety and do the most good for the most people.

Thank you for your interest in the transportation planning process. Feel free to contact me with any further comments or questions.

Eric

Eric Ortman  
MPO Senior Planner  
2885 S. Horseshoe Drive  
239-252-5874

**Note:** Email address has changed

[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)

---

**From:** Dennis DiDonna [mailto:ddidonna23@aol.com]  
**Sent:** Monday, April 9, 2018 4:36 PM  
**To:** OrtmanEric <Eric.Ortman@colliercountyfl.gov>  
**Cc:** SolisAndy <Andy.Solis@colliercountyfl.gov>; ScottTrinity <Trinity.Scott@colliercountyfl.gov>; Bill Hauser Bequia President & Jude <bhjoker@aol.com>; michaeltowns@towneproperties.com; Doug Traffic Fee <feegroup@aol.com>  
**Subject:** Bike path on Wiggins Pass Road

Monday April 9th, 2018

Dear Mr. Ortman:

After viewing the proposed Bike path plan for Collier County I noticed Wiggins Pass Road has been left out. Keeping in mind there is a bike path on Route 41. There is a very good Bike path on Vanderbilt Road between Bontia Beach Road and Immokalee Road (NW 111th) . However if you live on Wiggins Pass Road or Immokalee Road, east or West of Tamiami Trail we are on our own to compete with the auto traffic. It happens to be especially critical on Wiggins Pass Road which only has one 36inch sidewalk which is used by many pedestrians, the pedestrians are very vocal about competing with passing bicyclist. Riding on Wiggins Pass Road requires the automobiles to cross over a double yellow line to pass by a Bicyclist. The county requires a Automobile to give a bicyclist 3 foot space between a car and the

bicyclist when passing. This puts the automobile drivers into the oncoming traffic by crossing over the double yellow line. Most drivers would rather push the bicyclist off onto the grass side of the road rather than risk on coming traffic at 45 mph. I personally been brushed on two occasions because of this dangerous maneuver by drivers. It's time for an immediate change.

I live at Cove Towers Drive and pay far more then my fare share of Taxes to Collier County. Also 99.5 percent of the residents of our community don't have Children of School age which is another reason we are paying local taxes as well to educate the children of our community.

**\* It's critical that Wiggins Pass Road have a Bike Path for the safety of our tax payers. Please include Wiggins Pass Road in current plans to upgrade our transportation system. We can't wait another 5 years for improvements.**

Dennis and Mildred DiDonna  
420 Cove Tower Drive Apt PH 1502  
Naples, FI 34110

[DDidonna23@aol.com](mailto:DDidonna23@aol.com)

County Tax Payers as well as Voters

## OrtmanEric

---

**From:** OrtmanEric  
**Sent:** Wednesday, April 18, 2018 11:28 AM  
**To:** 'Dennis DiDonna'  
**Cc:** Commissioner Solis Aide (Angela.Goodner@colliercountyfl.gov); AnneMcLaughlin  
**Subject:** Wiggins Pass Road

Mr. DiDonna,

Thank you again for your comments and drawing attention to the significance Wiggins Pass Rd has for cyclists. Wiggins Pass Road is:

- identified in the 2012 Comprehensive Pathways Plan as needing bike lanes on both sides (but at low priority); and for pedestrians sidewalk on one side (added to existing) at low-to-medium priority
- identified in the 2017 Bicycle & Pedestrian Master Plan as collector road need
- identified as having a "Connector Sidewalk" on the 2016 Bike/Ped Facilities Inventory Map, and Connector Sidewalks represent by definition a gap in the cycling network
- on the Lee/Collier County Regional Non-motorized Transportation Network map
- is classified as a Major Collector Rd with a posted speed limit of 45 mph

Safety is the number one priority guiding the development of the Bike/Ped Master Plan. Between 2015 and 2018 there were 2 bike/ped crashes on the roadway. The most recent bike/ped crash occurred in January 2018; involved a pedestrian; and resulted in a serious injury/fatality (Our data is through January 15, you may have more recent facts that state unfortunately that the individual died.) Environmental Justice is the second highest priority and it overlaps with safety. Filling the gaps in the regional network is also a goal of the Plan. Priorities for the plan need to be set to guide public investment as the needs far exceed available state and federal funding. The County may decide to fund certain improvements using local funds. Other options include incorporating bike/ped facilities whenever a road is repaved or widened and narrowing vehicular lanes in order to widen shoulders.

I will forward your comments as well as others' comments on Wiggins Pass Road to Collier County Transportation Planning.

Below are the dates when the Plan will be discussed.

May 11 presentation to MPO Board to update the Board on the plan's development and receive further input/direction from the Board

May 21 Stakeholder Meeting to update the group on the plan's progress and gather further input; there will be a high-level focus on plan

August Draft plan to be presented to BPAC (August 21) and TAC and CAC (August 27)

Late August – A second open house will be held for the plan, date and location TBD

September 14 draft plan presented to Board

September BPAC endorsement of plan (Sept 18) and TAC/CAC endorsement (September 24)

October 12 Board adoption of plan

Respectfully,  
Eric

Eric Ortman  
MPO Senior Planner  
2885 S. Horseshoe Drive

**OrtmanEric**

---

**From:** McLaughlinAnne  
**Sent:** Thursday, April 26, 2018 12:02 PM  
**To:** OrtmanEric  
**Subject:** Fwd: Wiggins Pass Road Improvements

FYI

Sent from my iPhone

Begin forwarded message:

**From:** ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>  
**Date:** April 26, 2018 at 9:34:22 AM EDT  
**To:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>  
**Subject:** FW: Wiggins Pass Road Improvements

FYI

Respectfully,

Trinity Scott  
Transportation Planning Manager



Capital Project Planning, Impact Fees & Program Management Division

**NOTE: Email Address Has Changed**

2685 South Horseshoe Drive, Suite 103  
Naples, Florida 34104  
Phone: 239.252.5832  
[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)

**From:** SolisAndy <[Andy.Solis@colliercountyfl.gov](mailto:Andy.Solis@colliercountyfl.gov)>  
**Date:** April 25, 2018 at 4:37:10 PM EDT  
**To:** Horace Fields <[hfields@kwpmc.com](mailto:hfields@kwpmc.com)>, OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>  
**Cc:** "ddidonna23@aol.com" <[ddidonna23@aol.com](mailto:ddidonna23@aol.com)>  
**Subject:** Re: Wiggins Pass Road Improvements

Thank you. As I advised Dennis, I am working on bringing Wiggins Pass to the forefront. It is definitely a gap in the overall plan. I will have more to report after the next MPO meeting on May 11th. I would urge everyone to attend the MPO meeting. Thanks.



Andy Solis, Esq., Chairman  
Collier County Board of County Commissioners  
District 2 Office: 239.252.8602  
Fax: 239.252.6946  
-----

Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this office. Instead, contact the District 2 Office by telephone at 239-252-8602 or in writing at 3299 Tamiami Trail East, Suite 303, Naples, FL 34112.

On Wed, Apr 25, 2018 at 4:24 PM -0400, "Horace Fields"  
<[hfields@kwpmc.com](mailto:hfields@kwpmc.com)<<mailto:hfields@kwpmc.com>>> wrote:

Good Afternoon

Attached are signed letters from concerned owners at Cove Tower Condominiums.

Trey Fields, LCAM  
Property Manager

A GREAT team delivering GREAT services!

KW PROPERTY MANAGEMENT & CONSULTING  
Cove Towers Condominium Association, Inc.  
3365 Woods Edge Circle, Suite 102  
Bonita Springs, Florida 34134  
Office 239.566-1976  
Fax 239.566-1260  
Email: [hfields@kwpmc.com](mailto:hfields@kwpmc.com)<<mailto:hfields@kwpmc.com>>  
[KWPMC.COM](http://KWPMC.COM)

Proud Winner of the Daily Business Review's "Best of" Property Management Award Hall of Fame.

[100101704 KW\_Multi-Family Property Management Firm\_HOF][100101704 KW\_Multi-Family Property Management Firm\_Winner]

[[cid:image003.png@01D3DCB1.77ED9F60](#)]

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## OrtmanEric

---

**From:** ScottTrinity  
**Sent:** Thursday, April 19, 2018 9:48 AM  
**To:** OrtmanEric; LantzLorraine  
**Cc:** McLaughlinAnne  
**Subject:** RE: Wiggins Pass Road

Thank you for the comments. I hope that the roadway is included in the list of projects for the Master Plan Update. We will be using the Master Plan Update as our guide for future projects.

Respectfully,

Trinity Scott  
Transportation Planning Manager



Capital Project Planning, Impact Fees & Program Management Division

**NOTE: Email Address Has Changed**

2685 South Horseshoe Drive, Suite 103  
Naples, Florida 34104  
Phone: 239.252.5832  
[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)

---

**From:** OrtmanEric  
**Sent:** Thursday, April 19, 2018 9:36 AM  
**To:** ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>; LantzLorraine <[Lorraine.Lantz@colliercountyfl.gov](mailto:Lorraine.Lantz@colliercountyfl.gov)>  
**Cc:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>  
**Subject:** Wiggins Pass Road

Trinity and Lorraine,  
We have recently received several comments on the need for bike lanes on Wiggins Pass Road. I have attached a pdf of the comments.  
Eric

Eric Ortman  
MPO Senior Planner  
2885 S. Horseshoe Drive  
239-252-5874  
**Note: Email address has changed**  
[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)

April 19, 2018 phone call with Ms. Suzanne Lamers 314-313-1972 where she stated her opinion that bike lanes are needed on Wiggins Pass Road.

**From:** [Djfinlay@aol.com](mailto:Djfinlay@aol.com)  
**To:** [McLaughlinAnne](#); [KemmishKyle](#); [OrtmanEric](#)  
**Subject:** Re: Bike/Ped activity GSBN but what about other areas?  
**Date:** Tuesday, March 28, 2017 10:13:58 AM

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Anne,

In my mind ped/bike counts are more important for the city than the county due to our greater population density and seasonal changes. Also, the city has considerable outside impacts, not from just vehicles but cycling as well . . . many people who bike into and out of the city. My guess is we (the city) would actually fare pretty well if a bike/ped accident *rate* could be computed because of the intensity of use. Lets face it, 81 cycling passes in a half hour period, on one street, is a lot of activity and that count included no pelotons. Maybe actual counts could help the city with FDOT grants for legal bike lanes on Gulf Shore Blvd between South Golf Drive and the pier, where we could really use them. Despite all of the cycling and ped activity in this area we literally have no bike lane connectivity from the north end of the city to 5th Avenue S, 3rd Street or the pier. A very big missing link. It kind of amazes me.

Doug

In a message dated 3/28/2017 9:50:19 A.M. Eastern Daylight Time, [AnneMcLaughlin@colliergov.net](mailto:AnneMcLaughlin@colliergov.net) writes:

Great information to have, especially having both nonmotorized/motorized counts to compare. Thanks Doug!

Anne McLaughlin

Executive Director

Collier MPO

Office: 239-252-5884

Cell: 239-919-4378

2885 South Horseshoe Dr.

Naples, FL 34104

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**From:** [Djfinlay@aol.com](mailto:Djfinlay@aol.com) [<mailto:Djfinlay@aol.com>]  
**Sent:** Sunday, March 26, 2017 12:40 PM  
**To:** [McLaughlinAnne](#); [KemmishKyle](#); [OrtmanEric](#)  
**Subject:** Fwd: Bike/Ped activity GSBN but what about other areas?

---

From: Djfinlay@aol.com  
To: bmoss@naplesgov.com, gstrakaluse@naplesgov.com  
Sent: 3/26/2017 12:32:38 P.M. Eastern Daylight Time  
Subj: Bike/Ped activity GSBN but what about other areas?

Bill and Gregg,

I feel the city lacks data on pedestrian and cycling use/activity for selected city streets, sidewalks and, where we have them, bike lanes. We have plenty of vehicle counts. However, it seems a town with our elevated use, we should take steps to selectively record and analyze that intensity.

A street that surely gets the most use is Gulf Shore Boulevard. As you know from a previous e-mail; on Sunday, February 19, for a half hour period I counted the number cyclist passing both north and south within the 3400 block of GSBN. 81 cyclist were recorded in 30 minutes with no group being larger than 5, meaning pelotons were not skewing the total.

Before our peak season ends I decided to do another count but more sophisticated. This count occurred today, Sunday, March 26. As with the 2/19 the count, the location was the 3400 block of GSBN. Counts were recorded during two separate 30 minute time periods. This time I recorded a breakdown of cyclist, runner/jogger, walker, and motor vehicle. The data is as follows.

9:30am to 10:00am

Bike	68
------	----

Walk	89
Run/jog	19
Vehicle	111
Total Activity	288*

\*Includes one rollerblade.

11:00am to 11:30am

Bike	75
Walk	63
Run/jog	9
Vehicle	168
Total Activity	317*

\*includes two rollerblade

\*\* As with the 2/19, the 3/26 count had no cycling group larger than 5.

Summary. At 9:30-10.00 bike/ped activity well exceeds motor vehicle activity on GSBN, 61% vs 39%. As would be expected, later in the morning vehicle activity increases but the split between bike/ped and vehicle is still about 50/50. These hard numbers help define the intensity of bike/ped activity on GSBN.

It would be great if the city counted bike/ped activity on several other important streets like Crayton Road, GSBN,

perhaps near Lowdermilk and GSBS, perhaps between Central and 5th Ave South. Gordon Drive north of Kingstown might be another location. When the Greenway bridge opens, perhaps Central.

For the purpose of comparison I will make an off season count in the same 3400 block location.

Doug

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Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.



**From:** [McLaughlinAnne](#)  
**To:** [Djfinlay@aol.com](#); [KemmishKyle](#); [OrtmanEric](#)  
**Subject:** RE: Bike/Ped activity GSBN but what about other areas?  
**Date:** Tuesday, March 28, 2017 9:50:18 AM

---

Great information to have, especially having both nonmotorized/motorized counts to compare.  
Thanks Doug!

Anne McLaughlin  
Executive Director  
Collier MPO

Office: 239-252-5884  
Cell: 239-919-4378  
2885 South Horseshoe Dr.  
Naples, FL 34104

---

**From:** Djfinlay@aol.com [mailto:Djfinlay@aol.com]  
**Sent:** Sunday, March 26, 2017 12:40 PM  
**To:** McLaughlinAnne; KemmishKyle; OrtmanEric  
**Subject:** Fwd: Bike/Ped activity GSBN but what about other areas?

---

From: [Djfinlay@aol.com](#)  
To: [bmoss@naplesgov.com](#), [gstrakaluse@naplesgov.com](#)  
Sent: 3/26/2017 12:32:38 P.M. Eastern Daylight Time  
Subj: Bike/Ped activity GSBN but what about other areas?

Bill and Gregg,

I feel the city lacks data on pedestrian and cycling use/activity for selected city streets, sidewalks and, where we have them, bike lanes. We have plenty of vehicle counts. However, it seems a town with our elevated use, we should take steps to selectively record and analyze that intensity.

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Doug

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## OrtmanEric

---

**From:** LantzLorraine  
**Sent:** Thursday, January 4, 2018 10:20 AM  
**To:** DeaneConnie; McLaughlinAnne  
**Cc:** PattersonAmy; KhawajaAnthony; AhmadJay; OrtmanEric; ScottTrinity; MessamMarlene; HallDaniel; SawyerMichael; BeardLaurie  
**Subject:** RE: Bike path on Immokalee Road - Tim Aten of NDN questions

Connie – here is our response. Please review and comment as appropriate.

Thanks,  
Lorraine

Hoping you can help me answer these questions by pointing me in the right direction regarding the bike path along the north side of Immokalee Road. It's been more than 5 years since I wrote about it.

**Q:** I am wondering if you have information on the completion of the bike path on Immokalee Road, east of I75.

It's a very nice bike path along the north side of Immokalee Road, but there are several segments missing or problematic.

**The Collier Metropolitan Planning Organization (MPO) has developed an interactive map which allows users to see existing bicycle and pedestrian facilities. This may be helpful to see the current facilities. The MPO's interactive map is located at the following link: <http://wikimapping.com/wikimap/Collier-MPO-Bicycle-Pedestrian-Master-Plan.html#.WjQo1GeWzGh> The MPO is currently updating their Bicycle and Pedestrian Master Plan and is seeking input and comments regarding bicycle and pedestrian needs. The MPO will be hosting a public meeting to discuss the Bicycle and Pedestrian Master Plan on January 17, 2018 at 5 p.m. at Veterans Community Park. If you have any questions about the map, its accuracy, how to comment about facility needs or the public meeting, please contact the MPO. MPO Senior Planner, Mr. Eric Ortman, at (239) 252-5874 or at [ericortman@colliergov.net](mailto:ericortman@colliergov.net)**

In regards to the specific questions, please see below:

1. First, just east of Old Cypress/Logan Road, there is a section of the bike path that is constantly under several inches of water when we have regular rains, and is impassible. The section is 800 feet long or more. Do you know if there are any plans to raise that section?

**The section referred to is in front of the HD Development (also known as (AKA) Lantana, AKA Vita Tuscana). A boardwalk easement was dedicated to the County in April 2013 to allow for an elevated boardwalk adjacent to the surface water management weir. At this time there is no funding available to construct a boardwalk or raise the section of the pathway.**

2. The bike lane currently stops in front of the Esplanade development. Will it be continued past that?

**Along Immokalee Road from Vanderbilt Drive east to Collier Boulevard there is currently a paved shoulder. While bicyclists may choose to ride on it, it is not a marked bike lane. The marked bike lane begins at Collier Boulevard and continues east to Shady Hollow Boulevard.**

There is currently a sidewalk or pathway along Immokalee Road from US41 to west of Collier Boulevard. There is an existing gap in the pathway from the Strand Boulevard east to Northbrooke Drive. The MPO's 2017 Pathway Priorities include a 10' Shared Use Pathway on the north side of Immokalee Road from the Strand Boulevard to Northbrooke Drive. This is currently an unfunded need.

There are currently two developments east of the Esplanade Golf and Country Club. As these developments come in for permitting and prior to the County issuing the first certificate of occupancy, they will be required to connect to the existing pathway adjacent to the Cocohatchee Canal. As described above, the existing pathway currently starts at the Esplanade and continues west until Northbrooke Drive.

3. Before all the intersection widening of Collier and Immokalee, there was a narrow bike lane along the road on the westbound lanes. With the widening, there is no longer a bike lane. Do you know if that will be replaced?

The paved shoulder on Immokalee Road west of Collier Boulevard was not a marked bike lane. It may have been wide enough for some bicyclists to choose to ride in; however it was not a designated (striped and marked) bike lane. Due to right-of-way limitations (canal) there are currently no plans to add bike lanes to this segment of Immokalee Road.

4. The bike path starts again just east of Collier Blvd, in front of the CVS. It is continuous up to just past Heritage Bay development. Are there any plans/schedule to continue that bike path on east on Immokalee, past Bonita Bay, Twin Eagles, say up to Wilson, and beyond?

It is my understanding that a bike lane currently exists in this location on both sides of Immokalee Road. The marked bike lane begins at Collier Boulevard and continues east to Shady Hollow Boulevard. There is also a sidewalk on the south side of Immokalee Road in this same general location (from east of Collier Boulevard to Oil Well Road.) The current MPO 2012 Comprehensive Pathways Plan <http://www.colliermpo.com/modules/showdocument.aspx?documentid=3158> (being updated as noted above to the Bicycle and Pedestrian Master Plan) does include the need for a sidewalk on the other side of Immokalee Road in this general area. The need is for a sidewalk on one side of Immokalee Road from Pebblebrooke Drive to Bellaire Bay Drive, this is considered a high priority. The sidewalk from Heritage Bay Boulevard to Randall Boulevard is considered a low priority and from Randall Boulevard to Shady Hollow Boulevard is considered a medium priority.

Lorraine M. Lantz, AICP  
Principal Planner



*Collier County Capital Projects, Planning, Impact Fees & Program Management*

**NOTE: Email Address Has Changed**

2685 S. Horseshoe Drive, Suite #103  
Naples, FL 34104  
Phone: (239) 252-5779  
[Lorraine.Lantz@CollierCountyFL.gov](mailto:Lorraine.Lantz@CollierCountyFL.gov)

---

**From:** DeaneConnie  
**Sent:** Friday, December 29, 2017 4:34 PM

**To:** McLaughlinAnne

**Cc:** PattersonAmy; KhawajaAnthony; AhmadJay; OrtmanEric; ScottTrinity; LantzLorraine; MessamMarlene; HallDaniel; SawyerMichael; BeardLaurie

**Subject:** RE: Bike path on Immokalee Road - Tim Aten of NDN questions

Hi Anne:

I expect Transportation Planning staff may be able to assist next week so will see if they have any additional info when they return.

*Thanks,*

*Connie Deane*

*Community Liaison*

*Community and Media Relations Section*

*Collier County Growth Management Department*

*2885 S. Horseshoe Drive*

*Naples, FL 34104*

*[conniedeane@colliergov.net](mailto:conniedeane@colliergov.net)*

*239.252.8192 (main) 239.252.8365 (desk)*

*239.253.5616 (cell)*

---

**From:** McLaughlinAnne

**Sent:** Friday, December 29, 2017 4:31 PM

**To:** DeaneConnie <[Connie.Deane@colliercountyfl.gov](mailto:Connie.Deane@colliercountyfl.gov)>; OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>; ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>; LantzLorraine <[Lorraine.Lantz@colliercountyfl.gov](mailto:Lorraine.Lantz@colliercountyfl.gov)>; MessamMarlene <[Marlene.Messam@colliercountyfl.gov](mailto:Marlene.Messam@colliercountyfl.gov)>; HallDaniel <[Daniel.Hall@colliercountyfl.gov](mailto:Daniel.Hall@colliercountyfl.gov)>; SawyerMichael <[Michael.Sawyer@colliercountyfl.gov](mailto:Michael.Sawyer@colliercountyfl.gov)>; BeardLaurie <[Laurie.Beard@colliercountyfl.gov](mailto:Laurie.Beard@colliercountyfl.gov)>

**Cc:** PattersonAmy <[Amy.Patterson@colliercountyfl.gov](mailto:Amy.Patterson@colliercountyfl.gov)>; KhawajaAnthony <[Anthony.Khawaja@colliercountyfl.gov](mailto:Anthony.Khawaja@colliercountyfl.gov)>; AhmadJay <[Jay.Ahmad@colliercountyfl.gov](mailto:Jay.Ahmad@colliercountyfl.gov)>; OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>

**Subject:** RE: Bike path on Immokalee Road - Tim Aten of NDN questions

Connie,

Unless Collier County wants to take the lead, we can look into it on Tuesday. I recall this coming up before and need to see what the response was last time.

Anne McLaughlin

Executive Director

Collier MPO

Office: 239-252-5884

Cell: 239-919-4378

2885 South Horseshoe Dr.

Naples, FL 34104

---

**From:** DeaneConnie

**Sent:** Friday, December 29, 2017 10:02 AM

**To:** OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>; ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>; LantzLorraine <[Lorraine.Lantz@colliercountyfl.gov](mailto:Lorraine.Lantz@colliercountyfl.gov)>; MessamMarlene <[Marlene.Messam@colliercountyfl.gov](mailto:Marlene.Messam@colliercountyfl.gov)>; HallDaniel <[Daniel.Hall@colliercountyfl.gov](mailto:Daniel.Hall@colliercountyfl.gov)>; SawyerMichael <[Michael.Sawyer@colliercountyfl.gov](mailto:Michael.Sawyer@colliercountyfl.gov)>; BeardLaurie <[Laurie.Beard@colliercountyfl.gov](mailto:Laurie.Beard@colliercountyfl.gov)>

**Cc:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>; PattersonAmy <[Amy.Patterson@colliercountyfl.gov](mailto:Amy.Patterson@colliercountyfl.gov)>;

KhawajaAnthony <[Anthony.Khawaja@colliercountyfl.gov](mailto:Anthony.Khawaja@colliercountyfl.gov)>; AhmadJay <[Jay.Ahmad@colliercountyfl.gov](mailto:Jay.Ahmad@colliercountyfl.gov)>

**Subject:** FW: Bike path on Immokalee Road - Tim Aten of NDN questions

Please see questions below from Tim Aten of NDN and let me know if you have any updates?

*Thanks,  
Connie Deane  
Community Liaison  
Community and Media Relations Section  
Collier County Growth Management Department  
2885 S. Horseshoe Drive  
Naples, FL 34104  
[conniedeane@colliergov.net](mailto:conniedeane@colliergov.net)  
239.252.8192 (main) 239.252.8365 (desk)  
239.253.5616 (cell)*

---

**From:** Aten, Tim [<mailto:tim.aten@naplesnews.com>]  
**Sent:** Friday, December 29, 2017 8:05 AM  
**To:** DeaneConnie <[Connie.Deane@colliercountyfl.gov](mailto:Connie.Deane@colliercountyfl.gov)>  
**Subject:** Bike path on Immokalee Road

Connie,

Hoping you can help me answer these questions by pointing me in the right direction regarding the bike path along the north side of Immokalee Road. It's been more than 5 years since I wrote about it.

**Q:** I am wondering if you have information on the completion of the bike path on Immokalee Road, east of I75.

It's a very nice bike path along the north side of Immokalee Road, but there are several segments missing or problematic.

1. First, just east of Old Cypress/Logan Road, there is a section of the bike path that is constantly under several inches of water when we have regular rains, and is impassible. The section is 800 feet long or more. Do you know if there are any plans to raise that section?
2. The bike lane currently stops in front of the Esplanade development. Will it be continued past that?
3. Before all the intersection widening of Collier and Immokalee, there was a narrow bike lane along the road on the westbound lanes. With the widening, there is no longer a bike lane. Do you know if that will be replaced?
4. The bike path starts again just east of Collier Blvd, in front of the CVS. It is continuous up to just past Heritage Bay development. Are there any plans/schedule to continue that bike path on east on Immokalee, past Bonita Bay, Twin Eagles, say up to Wilson, and beyond?

Thanks! Happy New Year!

**Tim Aten**  
Columnist

**Naples Daily News**  
PART OF THE USA TODAY NETWORK

Mobile: 239-253-8746  
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[Tim.Aten@NaplesNews.com](mailto:Tim.Aten@NaplesNews.com)

"In the Know" archives: [www.naplesnews.com/intheknow](http://www.naplesnews.com/intheknow)



## OrtmanEric

---

**From:** David Driapsa <ddriapsa@naples.net>  
**Sent:** Tuesday, January 16, 2018 7:57 PM  
**To:** OrtmanEric  
**Subject:** Bikeways

The northwest Collier County beach community surrounding Vanderbilt Lagoon contains two heaviest used beach access points in the county, and between them a series of less accessible beach access points.

Collier County Government has not the political will to make these streets bike friendly and walkable neighborhood.

The health, safety and welfare should be governments first concern for the ever increasing crowds of Collier County citizens and visitors drawn into this neighborhood for access to the beaches.

The danger of pedestrian and bicyclist injury increases with each automobile parking space added for automobile parking within the neighborhood, yet government is ever pushing for more parking, cars, and shuttle busses inside the neighborhood to alleviate the growing demand beach access.

When neighborhood streets reach maximum automobile load government improves the streets for automobiles without the implementation of a counter-balance for making the neighborhood bike friendly and walkable, thereby increasing the likelihood of accidents along with eroding the public health, safety, and welfare to a lower level.

My suggestion is to render a walkable neighborhood plan for the neighborhood bounded by Vanderbilt Road on the south, 111th Avenue on the north, U. S. 41 on the east, and the Gulf of Mexico on the west.

No additional automobile parking should be added within this boundary until the plan is fully implemented.

With best regards,  
David

David J Driapsa FASLA Landscape Architecture

(239) 591-2321  
[ddriapsa@naples.net](mailto:ddriapsa@naples.net)

Landscape Architecture, Land Planning & Historic Preservation Consultant

[www.davidjdriapsa.com](http://www.davidjdriapsa.com)

**From:** Ponton, Richard (Rick)  
**To:** [OrtmanEric](#)  
**Cc:** [Ponton, Richard \(Rick\)](#)  
**Subject:** Collier MPO Bicycle and Pedestrian Master Plan  
**Date:** Tuesday, January 16, 2018 11:31:17 AM

---

I tried a few times to complete the form. Had a bear of a time, so here it is, basically...

Richard Ponton, Citizen, CCPS, LWTC teacher  
3235 58<sup>th</sup> st sw 34116

I am very concerned about the lack of bike lanes.

Those along major roads are dangerous, at best. To start, widen, where able, an additional 3' (3' lane gives about 6" between car rear view mirror and biker elbows). Next add, bumps or better yet, curbs, to separate the two. The bike lane should NOT be used as a broken down vehicle lane, as it is so often used...

Next, on side streets (not all, but secondary), add curbs for walkways. I realize water/rain drain off, so again, simply add the curb, with drainthrough every 20, 30' for rainwater drainoff.

Finally, we REALLY need more biking paths, not lanes. We have hundreds of miles of canals, and own the rights of way of these. Build paths, with curbs on canal side, for safety. Relatively speaking, this is pretty cheap...I have ridden ATVs along several canals in the estates. Trust me when I say, they are already there.

Which leads to...where the heck is the ATV park we were promised.

Collier is great, been here 31 years. But we really lack public paths, walkways.

To get a good idea, visit Colorado...Bikers and runners and walkers are all over...healthy...

Foster our Blue Zone . We pay for it now with healthy alternatives, or pay for it in the future, with am unhealthy citizenry...

Thank you. Please reply upon receipt.

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*Pursuant to School Board policy and administrative procedures, this e-mail system is the property of the School District of Collier County and to be used for official business only. In addition, all users are cautioned that messages sent through this system are subject to the Public Records Law of the State of Florida and also to review by the school system. There should be no expectation of privacy.*

## OrtmanEric

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**From:** OrtmanEric  
**Sent:** Friday, March 2, 2018 2:06 PM  
**To:** Ponton, Richard (Rick)  
**Subject:** RE: Collier MPO Bicycle and Pedestrian Master Plan

Mr. Ponton, thank you for your comments.

Bike lanes on major roads. – Yes, there is a safety concern with bicycles so close to fast moving traffic. When roads are resurfaced restriping of road (narrowing lane width) is looked at as one way of increasing distance between motorists and vehicles. This has to be balanced with certain lane widths needed for vehicles (wider when there is considerable truck traffic). Adding curb between cars and bikes creates safety hazard but a buffered bike lane (a strip of pavement between bikes and cars marked with sharrows to alert vehicles to bike traffic) can be used when space is available. The built nature of the major road network presents many challenges to improving conditions for bike/ped travel. Moving curbs back requires extensive drainage work at the same time. When there are structures in the space that would be occupied by widening the road's footprint, right-of-way acquisition may not be feasible. Separating vehicles from bikes is usually the best option.

Your suggestion of adding curb with drainthroughs every 20-30-feet is something that engineers consider during design. There would need to be a way to effectively deal with the collection of run-off resulting from this.

Adding bikepaths along canals is one avenue that the Plan is looking at for the reasons you state below.

Your comments are appreciated and will be considered in the plan's development. Increasing the connectivity, rideability and overall safety of the bike/ped network is the goal of the plan and we are working hard at making incremental improvements within the framework of the existing system.

I cannot respond to the comment about an ATV park.

Thank you for your interest in the transportation planning process.  
Eric

Eric Ortman  
MPO Senior Planner  
2885 S. Horseshoe Drive  
239-252-5874  
**Note: Email address has changed**  
[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)

---

**From:** Ponton, Richard (Rick) [mailto:PontonRi@collierschools.com]  
**Sent:** Tuesday, January 16, 2018 11:31 AM  
**To:** OrtmanEric <Eric.Ortman@colliercountyfl.gov>  
**Cc:** Ponton, Richard (Rick) <PontonRi@collierschools.com>  
**Subject:** Collier MPO Bicycle and Pedestrian Master Plan

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Richard Ponton, Citizen, CCPS, LWTC teacher  
3235 58<sup>th</sup> st sw 34116

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Which leads to...where the heck is the ATV park we were promised.

Collier is great, been here 31 years. But we really lack public paths, walkways.

To get a good idea, visit Colorado...Bikers and runners and walkers are all over...healthy...

Foster our Blue Zone . We pay for it now with healthy alternatives, or pay for it in the future, with am unhealthy citizenry...

Thank you. Please reply upon receipt.

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## OrtmanEric

---

**From:** OrtmanEric  
**Sent:** Wednesday, January 31, 2018 10:27 AM  
**To:** 'Robert Vigorito'  
**Subject:** RE: suggestions

Robert, thank you your comments and continued interest in bicycling and walking in Collier. Debrah Forester is acting as a conduit between NPC and MPO for information the Bicycle & Pedestrian Master Plan. Please feel free to continue to make comments on the plan as draft parts are distributed and visit our webpage for the plan at <http://colliermmpo.com/index.aspx?page=45> where are things plan related are being made available.

Thank you,  
Eric

---

**From:** Robert Vigorito [mailto:[vigorman@comcast.net](mailto:vigorman@comcast.net)]  
**Sent:** Tuesday, January 16, 2018 12:13 PM  
**To:** OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>  
**Subject:** suggestions

Eric

I think in general the bike pathways in Collier seem pretty good much better than in many other places I am sure. However I would offer that all too often especially after winds and rains, that the lanes get cluttered with debris making things unsafe for cyclists

I and others appreciate the work done this past year in Davis Blvd. to add very nice bike lanes, I think it would be useful if it can be done to add street decals along County Barn Rd , since the new repaving, there seems to have created what looks like it could be “a bike lane” or what looks like one

Live Aloha & Celebrate Your Life  
Vigo,

Robert Drew Vigorito, NPC Board Member

USA Triathlon Lifetime Achievement Honoree  
USAT-Mid-Atlantic/Mid-East Regional Council Chair  
USA Triathlon Certified Race Director, Lv 2  
USA Triathlon Certified Coach, Lv 1

443-980-8433, Mobile  
[vigorman@comcast.net](mailto:vigorman@comcast.net)

## OrtmanEric

---

**From:** OrtmanEric  
**Sent:** Monday, March 26, 2018 1:25 PM  
**To:** laniwheeler123@gmail.com  
**Subject:** Bike Ped Master Plan

Good afternoon Lani,

Thank you for talking the time to speak with me at Commissioner Taylor's open house and commenting on the Bicycle & Pedestrian Master Plan (B&P MP) . Old US 41 has been identified as both a bike and ped need in the B&P MP. The Florida Dept of Transportation will also be doing a PD&E (project development and environment) on Old US 41 from the intersection of US41 north into Lee County. Consideration of bicycle and pedestrian facilities will be part of FDOT's effort.

Thank you,  
Eric

From Lani Wheeler - Please make it a high priority to add sidewalks and bike lanes along the south end of Old 41. Bike traffic is frequent and walkers are common. This situation is very unsafe.  
Thank you.

Eric Ortman  
MPO Senior Planner  
2885 S. Horseshoe Drive  
239-252-5874  
**Note: Email address has changed**  
[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)

## OrtmanEric

---

**From:** JWBammel <jwbammel@comcast.net>  
**Sent:** Tuesday, April 24, 2018 7:13 PM  
**To:** OrtmanEric  
**Cc:** david; 'Kathy Robbins'  
**Subject:** Bicycle & Pedestrian Master Plan Input

For many years we have been begging for a completed sidewalk on Gulf Shore Drive. This is one of the busiest streets in the area. There are public beaches on each end of the street (one mile apart) as well as hotels, motels, restaurants, a swim club and multiple condominiums lining the street. We now have a partial sidewalk with an extension of the road that walkers must use. Many times vehicles use this extension as another parking or driving lane. During the busy season you find children and parents guiding their children along the street returning from the beaches and restaurants and it is a miracle that no one has yet been killed. Over the years we have received many excuses for the county not providing a completed sidewalk on at least one side of the street, but to date no action has been taken. Now the excuse is that we have a MSTU and it should provide a sidewalk. Our MSTU has just spent millions burying the lines in our neighborhood and still have more to go to complete this project. The MSTU also has many other projects that need attention. Our residents pay taxes both into the MSTU as well as to the county. Please consider completing a sidewalk on at least one side of this busy street. I would appreciate a response to this request. Thank You.

Jacqueline Bammel  
9486 Gulf Shore Drive  
jwbammel@comcast.net



## **Summary of comments made at CTST meeting on 4/26/18 by Public**

### **Gap between Pelican Bay Blvd and Seagate Drive**

There exists an unofficial route that one can cycle from Vanderbilt Drive (at the Lee County Line) to the southern terminus of Gordon Drive. This route may be unofficially called the “Coastal Paradise Bike Route”. The route uses existing sidewalks, bike lanes and stretches of local roads with slow posted speed limits and limited vehicular traffic.

There is a gap of roughly 100-feet in this route from the southern terminus of Crayton Road and Seagate Drive. Mark Dillon, Ed Able and Jane Cheffy came to the Community Safety Traffic Team meeting on April 26, 2018 and made a brief presentation on the route asking for committee support to close this gap.

There are legal impediments to closing this gap that were put in place as a condition of development of Pelican Bay. Due to this impediment, the plan is not able to take action on this gap until it receives further direction from the County and or Board of County Commissioners.

## OrtmanEric

---

**From:** OrtmanEric  
**Sent:** Tuesday, May 15, 2018 10:34 AM  
**To:** david.durrell@comcast.net  
**Cc:** OteroBrandy (BrandyOtero@colliergov.net)  
**Subject:** Bike Master Plan Presentation  
**Attachments:** Board May 11v2.pptx

David, attached per request, is the Bicycle & Pedestrian Master Plan power point that was given at the MPO Board meeting on May 11. Presentations for the Master Plan are tailored for particular areas of the plan and do not tell the whole story. Please contact me should you have any questions.

Thank you,  
Eric

Eric Ortman  
MPO Senior Planner  
2885 S. Horseshoe Drive  
239-252-5874

**Note: Email address has changed**  
[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)



## Comment Form Collier MPO Bicycle & Pedestrian Master Plan

The Collier Metropolitan Planning Organization (MPO) encourages comments. Help us shape Collier County's transportation future by providing your thoughts and comments in the space below. (PLEASE PRINT)

Name	Organization
Address	City State Zip
Telephone Number (Including Area Code)	Fax Number (Including Area Code)
Email Address	

Comments: Please save this file to your computer and email it to the MPO at [Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)

Tara, thank you for taking the time to read and comment on the draft plan. There may be, and often are, multiple causative factors in a crash. The pie chart reflects the percentage of crashes that involved each causative factor therefore the total of the percentages does not have to equal 100.

You may reply to me directly with any further questions or comments.

Eric

For additional information please contact us at:

Collier Metropolitan Planning Organization  
2885 South Horseshoe Drive  
Naples, Florida 34104  
Phone: (239) 252-5874  
Email: [Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)  
Website: [www.colliermmpo.com](http://www.colliermmpo.com)



## Bicycle & Pedestrian Master Plan Public Comment Form

Postage Page Mail-in Comment Form

Name Patty Huff  
 Company \_\_\_\_\_  
 Address 207 N. Starter Ave  
 City Everglades City State FL Zip Code 34139

The Collier Metropolitan Planning Organization's (MPO) policy is to support and encourage public involvement and to adhere to the principles of Environmental Justice in the planning process relating to transportation systems and facilities. The MPO appreciates all comments/suggestions, and encourages every member of the public to become active participants in the decision making process. All comments received will be considered for inclusion in the development of the final document.

## PLEASE PRINT COMMENTS:

Please consider the bicycling/pedestrian opportunities in rural Collier County.  
 Along US41 (Tamiami Trail):  
 1) Between Collier Blvd (951) + CR92 (San Marco) there is a missing link, a 2-mile gap between Greenway and 6 L Farm Road that is approved for a separated pathway  
 2) Improving safety features between CR92 and CR29. This section is a popular bicycling route between Marco Island + Everglades City. Safety concerns:  
 a) Raised pavement markers (rpm) on shoulders (cyclists are not riding on shoulders due to the danger)  
 b) there needs to be markings on the shoulders (bicycle marking)

(Please attach additional sheets if necessary)

Thank you for taking the time to participate in this public comment process.

## Comments Received on Draft Bicycle & Pedestrian Master Plan

Frank Denninger (8/24 email to Anne)

- Noticed in chapter 1 of the comp bike and ped plan on pg 2 there was mention of Environmental Justice (EJ).
- Excerpt on EJ : "EJ areas are defined as those with greater than 10% of the county average by minority population, are non-native English speaking, are over age 65, or have no access to a vehicle."
- Also the map specified "Map 1" shows large blue "very high priority" encompassing from Marco along US 41 all the way to SR 29.
- Nor sure what it all means but it caught my attention that US 41 on that area was all the dark blue color from the Gulf to I-75
- I also don't agree that many people in the area do not speak English or have NO automobiles - I do know most folks in Eglds City , Copeland and Jerome speak English and use and/or have access to automobiles.
- Chapter 1 maps 1 and 2 legends treat the segment of SR 29 between US 41 south to Eglds city differently in the legend. Map 2 indicates it is a shared use path but Map 3 specifies bike lanes - seems odd to me both maps wouldn't just show both lines as blue/shared use paths. Then in chapter 6, Map 2 and map 2 insert show the same segment referred to above regarding Chapter 1 as well as SR 29 north of US 41 to Imokalee as Needing bike lanes on both sides of roadway.
- Bottom line to me being that I would think path segments would be referenced consistently throughout the plan (e.g. "shared use" would be specified shared use on every map in plan with same color code.

Frank Denninger (8/24 email to Anne)

From Chapter 4 following excerpts highlighted are of concern -

Pg 2 - 2. Connectivity Create a network of efficient, interconnected and convenient bicycle and pedestrian

facilities in Collier County.

Objectives:

- Fill in gaps in the existing bicycle and pedestrian network.

Pg 3 - o Coordinate with the County and FDOT to complete network gaps that may be completed during roadway widening or reconstruction, or infrastructure projects.

o Coordinate with the County and FDOT to complete gaps during resurfacing projects.

Pg 3 - Strategies:

o Work with Collier Area Transit (CAT) to provide bike parking facilities at bus stops.

o Identify and select projects that support the safe, convenient use of transit.

o Locate bicycle and pedestrian projects in areas that will impact the greatest number of people.

Identify and select projects that allow safe, convenient access to areas of high employment.

o Identify/select a proportion of projects that address the needs in EJ

communities/area.

Following

*Comment by me (email author) not part of excerpt - Relative in my mind to the large blue EJ area map where US 41 is the only road in that massive area draws concern.*

o Adopt a Complete Streets policy.

Pg 4 - Objectives:

- Provide an accessible, connected network.
- Connect to destinations such as retail or service, making short distance trips on foot or by bike appealing.

Strategies:

- o Fill gaps in the network to create better connections and to minimize the disruption in travel.
- o Work with agencies to improve intersections and create safe crossing opportunities.

Pg 5 - The MPO also developed other performance measures to track progress in the implementation of this

plan. The performance measures listed below include an increased focus on safety by tracking studies, strategy implementations, and construction of projects recommended by this plan. Subsequent work can be done on the objectives to create targets that can be useful in measuring progress.

- Reduction in number of bicycle/pedestrian crashes, injuries, fatalities.
  - Number of shared-use paths studied/funded for construction or built.
  - Number of greenways studied/funded for construction or built.
  - Miles of bike lanes built.
  - Miles of sidewalks planned, programmed, and built.
  - Number of RSAs completed and implemented/funded.
-

## OrtmanEric

---

**From:** McLaughlinAnne  
**Sent:** Friday, October 5, 2018 11:52 AM  
**To:** OrtmanEric  
**Subject:** Recent Public Comments on Bike-Ped Issues

Eric,

Per our discussion, I received the following comments on Bike-Ped issues while participating on behalf of the MPO at the Golden Gate Blvd Design-Build Improvement Project Public Information Meeting, hosted by Collier County GMD-Traffic Engineering, at Golden Gate Community Center, on September 27, 2018 (6-8pm)

Jerry and Evelyn Philpot email: [kyphilpot@aol.com](mailto:kyphilpot@aol.com)

- Wilson Blvd needs bike lanes – posted speed is 45 mph; road has very narrow shoulders and “lots of bikes”; cyclists have to ride in the vehicle lane. They witnessed the aftermath of a bike crash on Wilson the previous Saturday or Sunday, a County Sheriff car was parked, by side of road, recording crash; cyclist had been removed from scene but it looked like serious injury had occurred (ie – blood on the road). Very upsetting. Want something done so cyclists can be safe. When asked what section of Wilson and where cyclists are coming from/riding to, response was “they come down to catch the bus by the 7-11 at Wilson & Golden Gate Blvd.”
- They had other concerns about road extensions needed that are relevant to the 2045 LRTP
- Please add their email address to the listserve for updates on the BPMP – they are interested.
- They agreed to join MPO Adviser Network (I’ll add them in.)

(The other individual I met with commented on the road network, not on bike/ped issues.)

Regards,  
Anne McLaughlin  
Executive Director



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Cell: 239-919-4378  
2885 South Horseshoe Dr.  
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[www.colliermpo.com](http://www.colliermpo.com)  
[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)







**Subject:** FW: Pedestrian bridge- GG Parkway at Goodlette Road

**From:** McLaughlinAnne

**Sent:** Wednesday, November 28, 2018 8:58 AM

**To:** OrtmanEric <Eric.Ortman@colliercountyfl.gov>

**Subject:** FW: Pedestrian bridge- GG Parkway at Goodlette Road

Here's another public comment we've received somewhat indirectly – Collier County Parks and Rec would like to build a ped bridge over GG parkway connecting Freedom Park to the Gordon River Greenway. Diane Flagg, Chair, Economic Recovery Task Force started the email chain and appears to be in support of the proposal.

This is a location TO could locate on the public input map. We'll have to point out to Wally any written comments that lend themselves to being mapped.

Anne McLaughlin  
Executive Director  
Office: 239-252-5884  
Cell: 239-919-4378  
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Naples, FL 34104  
[www.colliermopo.com](http://www.colliermopo.com)  
[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)

---

**From:** WilliamsBarry

**Sent:** Wednesday, November 28, 2018 8:32 AM

**To:** 'Dana Souza' <[DSouza@naplesgov.com](mailto:DSouza@naplesgov.com)>; Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>

**Cc:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>; Bill Moss <[bmoss@naplesgov.com](mailto:bmoss@naplesgov.com)>; CarnellSteve <[Steve.Carnell@colliercountyfl.gov](mailto:Steve.Carnell@colliercountyfl.gov)>; BishopMargaret <[Margaret.Bishop@colliercountyfl.gov](mailto:Margaret.Bishop@colliercountyfl.gov)>; Ellie Krier <[Ellie@ekc-inc.com](mailto:Ellie@ekc-inc.com)>; ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>

**Subject:** RE: Pedestrian bridge- GG Parkway at Goodlette Road

Dana/Diane,

Thank you for your email. There is definitely a desire for a connection between the parks, but we do not currently have funding dedicated for the span. We have sought state funding in the past, but have been unsuccessful to date. We did design both parks with the ability for a span, i.e., landing zones on each side of the parkway, but haven't been successful in securing funding for design, permitting, or construction of the project.

Would welcome the opportunity to meet and discuss further if you like.

Again, thanks for the attention to this concept.

Barry

---

**From:** Dana Souza <[DSouza@naplesgov.com](mailto:DSouza@naplesgov.com)>

**Sent:** Tuesday, November 27, 2018 4:36 PM

**To:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>

**Cc:** WilliamsBarry <[Barry.Williams@colliercountyfl.gov](mailto:Barry.Williams@colliercountyfl.gov)>; McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>; Bill Moss <[bmoss@naplesgov.com](mailto:bmoss@naplesgov.com)>

**Subject:** RE: Pedestrian bridge- GG Parkway at Goodlette Road

Diane – Thank you for your email. Any project that would connect Freedom Park and the Gordon River Greenway (across or over Golden Gate Parkway) would be initiated by Collier County. Barry Williams, Director of Collier County Parks and Recreation may be able to provide you with some information. I've copied Barry on this email.

Thank you and best wishes,

Dana

---

**From:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>

**Sent:** Tuesday, November 27, 2018 3:44 PM

**To:** Dana Souza <[DSouza@naplesgov.com](mailto:DSouza@naplesgov.com)>

**Subject:** Re: Pedestrian bridge- GG Parkway at Goodlette Road

**CAUTION:** This email originated from outside of the City of Naples e-mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dana,

Several board members of the SWF Land Trust-Gordon River Greenway were under the impression that a pedestrian bridge from Freedom Park to the Gordon River Greenway was scheduled to be constructed. When you get a moment could you please advise if this is perhaps a planned project by the City of Naples?

Thank you!

Diane

Diane Flagg, Chair

Economic Recovery Task Force (ERTF)

[diane.flagg@att.net](mailto:diane.flagg@att.net)

239.784.5580

On Nov 27, 2018, at 3:06 PM, McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)> wrote:

Good afternoon Diane,

This project has not been submitted to the MPO for funding. I've copied the City of Naples Community Services Director on this email, Dana Souza. He may be able to answer your question.

Regards,

Anne McLaughlin

Executive Director

<image003.jpg>

Office: 239-252-5884

Cell: 239-919-4378

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[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)

---

**From:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>  
**Sent:** Tuesday, November 27, 2018 2:28 PM  
**To:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>  
**Subject:** Fwd: Pedestrian bridge- GG Parkway at Goodlette Road

Hi Anne,

I received an out-of-office message from Brandy. When you get a moment, could you please advise whether a pedestrian bridge, crossing Golden Gate Parkway from Freedom Park to the Gordon River Greenway, is scheduled for construction. If one is scheduled could you please advise the dates of construction and funding source.

Thank you,  
Diane Flagg, Chair  
Economic Recovery Task Force (ERTF)  
[diane.flagg@att.net](mailto:diane.flagg@att.net)  
239.784.5580

Begin forwarded message:

**From:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>  
**Date:** November 27, 2018 at 2:02:37 PM EST  
**To:** [Brandy.Otero@colliercountyfl.gov](mailto:Brandy.Otero@colliercountyfl.gov)  
**Subject:** Pedestrian bridge- GG Parkway at Goodlette Road

Hi Brandy,  
I hope this finds you doing well!

When you get a moment could you advise if there is a pedestrian bridge planned for Golden Gate Parkway; connecting Freedom Park to the Gordon River Greenway? Several of the Land Trust Board members thought one was scheduled to be built however I didn't see it on the FDOT Work Program. Is one scheduled to be constructed and if so...what is the timeframe and funding source.

Thanks much for your assistance!  
Diane

Diane Flagg, Chair  
Economic Recovery Task Force (ERTF)  
[diane.flagg@att.net](mailto:diane.flagg@att.net)  
[239.784.5580](tel:239.784.5580)

---

Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.

Safety in the area around Seagate Drive and Pelican Bay Boulevard was discussed. Seagate, particularly in the very short piece between Myra Janco Blvd. and US 41 has many curb cuts on both sides of road making it difficult for drivers, cyclists and walkers.

Cost overruns are an issue. The level of work to develop an accurate cost estimate prior to a project being programmed was discussed. No resolution was reached but there was general agreement that more work should be done on this prior to future projects being programmed.

Other items discussed included:

- Concept of a bike/ped coordinator was discussed to facilitate communication between neighborhoods and the MPO.
- Everglades City and the Everglades receive significant tourists many of whom come to cycle.
- Correction to the inventory map was offered on Collier Blvd. between Green and Golden Gate; the consultant will update the data.
- Bicycle and pedestrian facilities being included in the extension of Vanderbilt Beach Road was discussed

# Appendix 2 - Part 6 - Additional Surveys Not Included in Survey Summary (Part 5)

## COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN



### Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you don't bike, why not? \_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

☒ Exercise

☒ Utility (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

☒ Exercise

☒ Utility (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? ☒ Yes ☐ No

If yes, where? Many Roads Dangerous - Bike Path too narrow

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? ☒ Yes ☐ No

If yes, where? \_\_\_\_\_

If biking, what makes you feel unsafe? (Check all that apply)

☐ Lack of bicycle facilities

☒ Large intersections

☒ Lack of lighting

☐ Fear of crime

☐ Lack of directional/destination signage

☒ High speed traffic

☒ Driver behavior

☐ Other: \_\_\_\_\_

If biking, how do you choose your route? \_\_\_\_\_

Safety, Road Access

## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Lack of bicycle facilities | <input type="checkbox"/> Lack of directional/destination signage |
| <input type="checkbox"/> Large intersections        | <input type="checkbox"/> High speed traffic                      |
| <input type="checkbox"/> Lack of lighting           | <input type="checkbox"/> Driver behavior                         |
| <input type="checkbox"/> Fear of crime              | <input type="checkbox"/> Other: _____                            |

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

All

What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

Lighting

ZIP Code: 34108

Email address (Optional, only so we can keep you informed):  
\_\_\_\_\_

Age:

- ☐ Under 18    ☐ 19-35    ☐ 36-50    ☒ 51-65    ☐ 66-75    ☐ 75 or older





## Encuesta sobre el Plan Maestro de Ciclistas y Peatones del Collier MPO

Agradecemos su tiempo para completar esta encuesta. Su opinión es esencial para el desarrollo del Plan Maestro de Ciclistas y Peatones del Collier MPO. Sus respuestas, nos ayudarán a comprender los desafíos actuales e identificar oportunidades para mejorar su experiencia cuando andas en bicicleta o caminas en el Condado de Collier. ¡Gracias!

1. ¿Cuántas veces por día, semana o mes andas en bicicleta y/o caminas?

	Andar en Bicicleta							Caminar						
	Nunca	1	2	3	4	5	Más de 5	Nunca	1	2	3	4	5	Más de 5
Diario	<input checked="" type="checkbox"/>											<input checked="" type="checkbox"/>		
Semanal														
Mensual														

2. Si no andas en bicicleta, ¿por qué no? No tengo

3. Si andas en bicicleta, lo haces por:

☐ Ejercicio

☐ Utilidad (por ejemplo: diligencias, viaje al trabajo, hacia/desde la parada de autobús)

☐ Ambos

☐ Ninguno

4. ¿Hay lugares en donde desearías andar en bicicleta pero no lo haces debido a que las rutas son incómodas/inseguras o no existentes? ☒ Sí ☐ No

¿Si respondiste Si, dónde? \_\_\_\_\_

5. Si andas en bicicleta, ¿qué te hace sentir inseguro? (Marque todas las opciones que correspondan)

☐ La falta de instalaciones para bicicletas

☐ Falta de señalización

(por ejemplo: líneas de bicicletas, carriles de bicicletas etc.)

☐ Intersecciones grandes

☐ Comportamiento del conductor

☐ Tráfico de alta velocidad

☒ Miedo a la delincuencia

☐ La falta de iluminación

☐ Otro (especifique): \_\_\_\_\_

6. Si andas en bicicleta, ¿cómo eliges tu ruta? calles chicas

7. ¿Qué tipo de apoyo para ciclistas te gustaría ver más en el Condado de Collier? (por ejemplo: señalización, líneas para bicicletas, carriles para bicicletas, prioridad de intersección, educación para ciclistas y conductores, aplicación de la ley) luzes mas alumbramiento y signs.



## Encuesta sobre el Plan Maestro de Ciclistas y Peatones del Collier MPO

8. Si caminas, lo haces por:

- ☐ Ejercicio                      ☐ Utilidad (por ejemplo: diligencias, viaje al trabajo, hacia/desde la parada de autobús)  
☐ Ambos                              ☐ Ninguno

9. ¿Hay lugares en donde desearías caminar pero no lo haces debido a que las rutas son incómodas/inseguras o no existentes?                      ☐ Sí                      ☐ No

¿Si respondiste Si, dónde? \_\_\_\_\_  
 \_\_\_\_\_

10. Si caminas, ¿qué te hace sentir inseguro? (Marque todas las opciones que correspondan)

- ☐ La falta de aceras/lugares seguros para caminar                      ☐ Falta de señalización  
☐ Intersecciones grandes    ☐ Comportamiento del conductor  
☐ Tráfico de alta velocidad    ☐ Miedo a la delincuencia  
☐ La falta de iluminación    ☐ Otro (especifique): \_\_\_\_\_

11. ¿Qué tipo de apoyo para peatones te gustaría ver más en Condado de Collier? (por ejemplo: aceras más anchas, reparación de huecos en las aceras, aceras nuevas donde no existen actualmente, más tiempo para cruzar en las intersecciones, aceras mejor conectadas, educación de peatones y conductores, aplicación de la ley)

\_\_\_\_\_  
 \_\_\_\_\_

12. Código postal (Recopilamos esta información para asegurarnos de recibir respuestas de todo el condado.):

\_\_\_\_\_

13. Edad:

- ☐ Menos de 18                      ☐ 19 - 35                      ☐ 36 - 50                      ☐ 51 - 65                      ☐ 66 - 75                      ☐ 75 o mayor

14. Su dirección de correo (Opcional, solo para que podamos mantenerle informado):

\_\_\_\_\_

GRACIAS POR COMPLETAR ESTA ENCUESTA!

## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

- ☐ Lack of bicycle facilities  
☒ Large intersections  
☐ Lack of lighting  
☐ Fear of crime

- ☐ Lack of directional/destination signage  
☒ High speed traffic  
☒ Driver behavior  
☐ Other: \_\_\_\_\_

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

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What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

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ZIP Code: 04106 - Visitan

Email address (Optional, only so we can keep you informed):

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Age:

- ☐ Under 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☒ 66-75    ☐ 75 or older



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you don't bike, why not?

Afraid

If you bike, do you bike for exercise, utility or both?

**Exercise**      **Utility** (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

**Exercise**      **Utility** (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      **No**

If yes, where?

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      **No**

If yes, where?

If biking, what makes you feel unsafe? (Check all that apply)

☐ Lack of bicycle facilities

☐ Lack of directional/destination signage

☐ Large intersections

☐ High speed traffic

☐ Lack of lighting

☐ Driver behavior

☐ Fear of crime

☐ Other: \_\_\_\_\_

If biking, how do you choose your route?



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	X			
Bike		X		

If you don't bike, why not? \_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

Exercise      Utility (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

Exercise      Utility (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      No

If yes, where? on BUSY ROADS

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      No?

If yes, where? \_\_\_\_\_

If biking, what makes you feel unsafe? (Check all that apply)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Lack of bicycle facilities | <input type="checkbox"/> Lack of directional/destination signage |
| <input checked="" type="checkbox"/> Large intersections        | <input checked="" type="checkbox"/> High speed traffic           |
| <input type="checkbox"/> Lack of lighting                      | <input checked="" type="checkbox"/> Driver behavior              |
| <input type="checkbox"/> Fear of crime                         | Other: _____   |

If biking, how do you choose your route? less traveled

## Collier MPO Bicycle and Pedestrian Master Plan Survey



If walking, what makes you feel unsafe? (Check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Lack of bicycle facilities | <input type="checkbox"/> Lack of directional/destination signage |
| <input type="checkbox"/> Large intersections        | <input type="checkbox"/> High speed traffic                      |
| <input type="checkbox"/> Lack of lighting           | <input type="checkbox"/> Driver behavior                         |
| <input type="checkbox"/> Fear of crime              | <input type="checkbox"/> Other: _____                            |

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

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What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

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ZIP Code: \_\_\_\_\_

Email address (Optional, only so we can keep you informed):

---

Age:

☐ Under 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 or older



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you don't bike, why not? too dangerous

If you bike, do you bike for exercise, utility or both?

**Exercise** **Utility** (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

**Exercise** **Utility** (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where? outside Park areas along are all unsafe  
only safe place is the Park boundary

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where? all areas

If biking, what makes you feel unsafe? (Check all that apply)

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Lack of bicycle facilities | <input checked="" type="checkbox"/> Lack of directional/destination signage |
| <input checked="" type="checkbox"/> Large intersections        | <input checked="" type="checkbox"/> High speed traffic                      |
| <input checked="" type="checkbox"/> Lack of lighting           | <input checked="" type="checkbox"/> Driver behavior                         |
| <input checked="" type="checkbox"/> Fear of crime              | <input type="checkbox"/> Other: _____                                       |

If biking, how do you choose your route? Park only



## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

☒ Lack of bicycle facilities

☐ Large intersections

☐ Lack of lighting

☐ Fear of crime

☐ Lack of directional/destination signage

☐ High speed traffic

☐ Driver behavior

☐ Other: \_\_\_\_\_

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

All areas

What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

All areas

ZIP Code:

34142

Email address (Optional, only so we can keep you informed):

Age:

☐ Under 18

☐ 19-35

☐ 36-50

☒ 51-65

☐ 66-75

☐ 75 or older



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>			
Bike	<input checked="" type="checkbox"/>			

If you don't bike, why not? \_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

**Exercise**

**Utility** (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

**Exercise**

**Utility** (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? ☒ Yes ☐ No

If yes, where? All side streets on south side

Cover, Eustis, Dekuware, Dunk, etc

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? ☒ Yes ☐ No

If yes, where? Southside

If biking, what makes you feel unsafe? (Check all that apply)

☒ Lack of bicycle facilities

☒ Large intersections

☒ Lack of lighting

☐ Fear of crime

☒ Lack of directional/destination signage

☒ High speed traffic

☒ Driver behavior

☐ Other: \_\_\_\_\_

If biking, how do you choose your route? Safety first / lighted

Sometimes I have to use dangerous  
areas because only way

## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> Lack of bicycle facilities  | <input checked="" type="checkbox"/> Lack of directional/destination signage |
| <input type="checkbox"/> Large intersections         | <input type="checkbox"/> High speed traffic                                 |
| <input checked="" type="checkbox"/> Lack of lighting | <input type="checkbox"/> Driver behavior                                    |
| <input checked="" type="checkbox"/> Fear of crime    | <input type="checkbox"/> Other: _____                                       |

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

All Areas

What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

All Areas

ZIP Code: 34142

Email address (Optional, only so we can keep you informed):

\_\_\_\_\_

Age:

☐ Under 18    ☒ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 or older



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you don't bike, why not? \_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

**Exercise** ☒ **Utility** (i.e. errands, commute to work, to/from transit) ☒

If you walk, do you walk for exercise, utility or both?

**Exercise** ☒ **Utility** (i.e. errands, commute to work, to/from transit) ☒

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? Yes ☒ No ☐

If yes, where? Jefferson Beach

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? Yes ☒ No ☐

If yes, where? 1st St - Carver

Cosmo Area

If biking, what makes you feel unsafe? (Check all that apply)

☒ Lack of bicycle facilities

☒ Large intersections

☒ Lack of lighting

☒ Fear of crime

☒ Lack of directional/destination signage

☒ High speed traffic

☐ Driver behavior

☐ Other: \_\_\_\_\_

If biking, how do you choose your route? Safety lights

## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Lack of bicycle facilities | <input type="checkbox"/> Lack of directional/destination signage |
| <input checked="" type="checkbox"/> Large intersections        | <input checked="" type="checkbox"/> High speed traffic           |
| <input checked="" type="checkbox"/> Lack of lighting           | <input checked="" type="checkbox"/> Driver behavior              |
| <input checked="" type="checkbox"/> Fear of crime              | <input type="checkbox"/> Other: _____                            |

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement) *All*

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What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement) *All*

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ZIP Code: 34142

Email address (Optional, only so we can keep you informed):

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Age:

☐ Under 18    ☐ 19-35    ☒ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 or older



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>			
Bike	<input checked="" type="checkbox"/>			

If you don't bike, why not? \_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

**Exercise** ☒ **Utility** (i.e. errands, commute to work, to/from transit) ☒

If you walk, do you walk for exercise, utility or both?

**Exercise** ☒ **Utility** (i.e. errands, commute to work, to/from transit) ☒

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? ☒ Yes ☐ No

If yes, where? SD 29 - E 1st St.

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? ☒ Yes ☐ No

If yes, where? South Side 640 Cancer Eustis

If biking, what makes you feel unsafe? (Check all that apply)

☒ Lack of bicycle facilities

☒ Large intersections

☒ Lack of lighting

☒ Fear of crime

☒ Lack of directional/destination signage

☒ High speed traffic

☒ Driver behavior

Other: \_\_\_\_\_

If biking, how do you choose your route? - Sidewalks, Lights

Crossings

## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

☐ Lack of bicycle facilities

☒ Large intersections

☒ Lack of lighting

☒ Fear of crime

☐ Lack of directional/destination signage

☒ High-speed traffic

☒ Driver behavior

☐ Other: \_\_\_\_\_

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

None

What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

None

ZIP Code:

34142

Email address (Optional, only so we can keep you informed):

\_\_\_\_\_

Age:

☐ Under 18

☐ 19-35

☒ 36-50

☐ 51-65

☐ 66-75

☐ 75 or older





## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>			
Bike	<input checked="" type="checkbox"/>			

If you don't bike, why not?

Not safe outside of  
Park

If you bike, do you bike for exercise, utility or both?

Exercise Utility (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

Exercise Utility (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where?

Washington - Escambia  
10th St

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where?

same as above

If biking, what makes you feel unsafe? (Check all that apply)

- ☒ Lack of bicycle facilities
- ☒ Large intersections
- ☒ Lack of lighting
- ☒ Fear of crime

- ☐ Lack of directional/destination signage
- ☐ High speed traffic
- ☐ Driver behavior
- ☐ Other: \_\_\_\_\_

If biking, how do you choose your route?

school / Activities  
in school

## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

- ☒ Lack of bicycle facilities
- ☒ Large intersections
- ☐ Lack of lighting
- ☐ Fear of crime

- ☒ Lack of directional/destination signage
- ☒ High speed traffic
- ☐ Driver behavior
- ☐ Other: \_\_\_\_\_

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

deep

What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

deep

ZIP Code: 341142

Email address (Optional, only so we can keep you informed):  
\_\_\_\_\_

Age:

☒ Under 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 or older

15 yrs old

## Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



If walking, what makes you feel unsafe? (Check all that apply)

- ☒ Lack of bicycle facilities
- ☒ Large intersections
- ☒ Lack of lighting
- ☒ Fear of crime

- ☒ Lack of directional/destination signage
- ☒ High speed traffic
- ☒ Driver behavior
- ☐ Other: \_\_\_\_\_

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

N/A

What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

N/A

ZIP Code: 34142

Email address (Optional, only so we can keep you informed):

\_\_\_\_\_

Age:

☒ Under 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 or older

11 yrs old



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk	<input checked="" type="checkbox"/>			
Bike	<input checked="" type="checkbox"/>			

If you don't bike, why not?

Not Safe outside of  
park

If you bike, do you bike for exercise, utility or both?

Exercise Utility (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

Exercise Utility (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where?

North 9th St to Jefferson

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where?

North 9th St to Jefferson

If biking, what makes you feel unsafe? (Check all that apply)

☒ Lack of bicycle facilities

☒ Large intersections

☒ Lack of lighting

☒ Fear of crime

☐ Lack of directional/destination signage

☐ High speed traffic

☐ Driver behavior

☐ Other: \_\_\_\_\_

If biking, how do you choose your route?

to school & back



## Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk				
Bike	X			

If you don't bike, why not? \_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

Exercise Utility (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

Exercise Utility (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where? \_\_\_\_\_

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes? Yes No

If yes, where? \_\_\_\_\_

If biking, what makes you feel unsafe? (Check all that apply)

- ☐ Lack of bicycle facilities
- ☐ Large intersections
- ☐ Lack of lighting
- ☐ Fear of crime

- ☐ Lack of directional/destination signage
- ☒ High speed traffic
- ☒ Driver behavior
- ☐ Other: \_\_\_\_\_

If biking, how do you choose your route? RANDOM

# Collier MPO Bicycle and Pedestrian Master Plan Survey

COLLIER MPO  
**BICYCLE &  
PEDESTRIAN**  
MASTER PLAN



*30 Englewood City Council*

If walking, what makes you feel unsafe? (Check all that apply)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Lack of bicycle facilities | <input type="checkbox"/> Lack of directional/destination signage |
| <input type="checkbox"/> Large intersections                   | <input checked="" type="checkbox"/> High speed traffic           |
| <input type="checkbox"/> Lack of lighting                      | <input checked="" type="checkbox"/> Driver behavior              |
| <input type="checkbox"/> Fear of crime                         | <input type="checkbox"/> Other: _____                            |

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

*DESIGNATED BIKE PATHS, DRIVER ED*

What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

\_\_\_\_\_

ZIP Code: *34139*

Email address (Optional, only so we can keep you informed):

\_\_\_\_\_

Age:

☐ Under 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☒ 66-75    ☐ 75 or older

Comment received February 25, 2019 from  
Mr. Robert Marvin  
3620 23<sup>rd</sup> Ave SW, Naples

Mr. Marvin would like an asphalt bike path on 39<sup>th</sup> St NW/SW roughly between 17<sup>th</sup> Ave and White Blvd.

Ms. McLaughlin spoke with Mr. Marvin by telephone and told him that his comment would be added to the Plan; that funding for the Plan is looking out many years limited the amount of quick results. Ms. McLaughlin stated that she would discuss with County Transportation Planning staff and get back to him. She also gave Mr. Martin her office number should he wish to call her.



## Appendix 6 - Wiki Interactive Map Comments

Category	First Comment	Comment on First Comment
Bicycle Need	cross walk and curb ramp north side of intersection	
Bicycle Need	Bike lane	
Bicycle Need	SUP needs to continue from end of Sandpiper at Fiddlers Creek along 41 out to CR952. Paved shoulder exists but not safe for bicycles, too close to traffic.	Really need. This corridor to connect with Krome and Keys. Safety on! US 41 is poor at this time.
Bicycle Need	Bike Lanes - heavy boat trailer traffic from Collier to Caxambas Park	In road bike lanes are needed to bypass S. Collier Blvd which is too narrow to accommodate bike lanes.
Bicycle Need	Bike Lanes - Alt to Collier Blvd - Connects to Bike Lanes on Winterberry	New or fixed bike path would be safer for riders. Give a positive image of Marco.
Bicycle Need	Bike Lanes - Alt to Collier Blvd - Connects to Bike Lanes on Winterberry	Need wider paths. So many biking to this area.
Bicycle Need	Bike Lanes - Alt to Collier Blvd - Connects to Bike Lanes on Winterberry	The multi-use sidewalks on Collier are often crowded with people who don't seem to understand "multi-use". They often do not hear a bike warning bell, or will not move, to allow bikes to pass. An alternative bike lane would be great. I find riding on the streets,
Bicycle Need	Bike Lanes - Alt to Collier Blvd - Connects to Bike Lanes on Winterberry	In road bike lanes provide safer passage for bikers that want to avoid riding in the street on Collier Blvd. and do not want to use the shared use paths on Collier which are crowded with pedestrians.
Bicycle Need	Bike Lanes - Alt to Collier Blvd - Connects to Bike Lanes on Winterberry	BUSY AREA, AND FOR THE Safety of Current and FUTURE Bike Riders, this provides a Safe entry.
Bicycle Need	Bike Lanes - Alternate to Collier Blvd	Would be more bike riders if proper bike paths were in place. Reduc
Bicycle Need	Bike Lanes - Alternate to Collier Blvd	Bike lanes need to be added to this alternate route to Collier Blvd.
Bicycle Need	Bald Eagle Bike Lane connection - heavy vehicle traffic	This route provides in street access for bikers that do not want to
Bicycle Need	Shared Use Path	This stretch of Bald Eagle is missing bike lanes.
Bicycle Need	Shared Use Path Link	SUP needed to link-up w newly constructed SUP on the E side of Barfield Dr.
Bicycle Need	Shared Use Path Link	SUP needed to link up with Winterberry and Lealand Way.
Bicycle Need	Shared Use Path	The bridge at Galleon Ave has a narrow sidewalk which could be expanded and accommodate a shared use path. A cantilevered
Bicycle Need	Shared Use Path	An off-road shared use path would greatly improve safety for bike riders and provides a safe link to Goodland.
Bicycle Need	Shared Use Path	An off-road shared use path would greatly improve safety for bike riders and provides a safe link to Goodland.
Bicycle Need	Bike Lanes. Access Transit/Shopping from Seminole Pk. Access to Seminole Greenway from Marco & Goodland	Need bike lane on both sides of this road. Many bikers use this road and it is a high speed road with Cars going 60 mph.
Bicycle Need	Bike Lanes. Access Transit/Shopping from Seminole Pk. Access to Seminole Greenway from Marco & Goodland	Bike lanes should be added to this road when the road is repaved.

Bicycle Need	Bike Lanes. Access Transit/Shopping from Seminole Pk. Access to Seminole Greenway from Marco & Goodland	This is a high speed road (60 mph) and the road does not have bike lanes for bikers. Very dangerous for the biking public.
Bicycle Need	Bike Lanes. Access Transit/Shopping from Seminole Pk. Access to Seminole Greenway from Marco & Goodland	Heavily used by people pulling boats to launch in Goodland don't always realize their trailer wheel base is wider than their truck.
Bicycle Need	Calusa Park Greenway	Paving the shell path would allow bikers to use this facility
Bicycle Need	Shared Use Path	
Bicycle Need	SUP links to pathway on Jolley Bridge and to inroad bike lanes along 951	
Bicycle Need	Shared Use Path	A wideSUP needed here to complete the link from the SUPpreviously constructed along Bald Eagle Drive
Bicycle Need		bicycle lanes needed on Golden Gate Parkway - Airport to US41
Bicycle Need		
Bicycle Need		Bayshore to Rookery Bay trail would be a natural. It is "off-trail", providing an opportunity to see the natural Everglades while being the closest to Naples, while providing access to the Naples Botanical Garden and Rookery Bay visitors center as well. I recommend a top priority for this proposed trail.
Bicycle Need		Collier Blvd is a high speed road that is dangerous to in-road bikers. A better solution is to construct a separated bike lane with a buffer from the main road .
Bicycle Need		
Bicycle Need	Bridge over canal for Bicycles and pedestrians	
Bicycle Need	Bike lane continued to Ave Maria	
Bicycle Need		
Bicycle Need	Continue bicycle lane down Radio Road to Connect to Rich King Greenway	
Bicycle Need	Enforce pedestrian crossing at David Blvd, cars ignore crossing signal	
Bicycle Need	Bike lane should extend to Pine Ridge	
Bicycle Need	Bike lane should extend to US41	
Bicycle Need	Bike lane needed to extend to Marco Island and connect to bike lane on San Marco Rd	
Bicycle Need		
Bicycle Need	Need a crossing to head towards Collier Blvd and a bike lane to connect to US 41	
Bicycle Need	Shoulders and sidewalks end abruptly around bridge area.	
Bicycle Need	No bike facilities exist along Pine Ridge Rd - sidewalk on south side is very narrow and is right next to a steep swale. Get rid of the ficus hedge along the golf course and put no bike lane, no shoulder (blue line on map is incorrect).	
Bicycle Need	Greenway	
Bicycle Need	SUP needed - connection for workers between Lee & Collier County	
Bicycle Need	Re-stripe lanes to create a bike lane on Lely Resort Blvd and Grand Lely Drive	

Bicycle Need	Re-stripe lanes to create a bike lane	
Bicycle Need	There are bike lanes on the Bluebill bridge, but none after that heading East. There is room for bike lanes up to Vanderbilt Drive as there is Conner Park on the South side	
Bicycle Need	Many more cyclists (and pedestrians) are utilizing US41 to see the Everglades area. US41 should be improved with wider shoulders for safety, especially at the bridges	
Bicycle Need	Cyclists are traveling on a daily basis between Marco Island and Everglades City. Although the shoulders have been improved, vehicles still drive fast; wider shoulders	
Bicycle Need	Individuals and cycling groups travel along this route to the Keys. Share the Road signs and wider shoulders should be included in Master Plan.	
Bicycle Need	Safety for cyclists along US41 need to be considered for Master Plan.	
Destination	Indian Hill - highest point in Collier County - elevation 50'	
Destination	Collier County - Otter Mound Park - Historical Calusa Indian Site	
Destination	Hilly Terrain - Popular Cyclist Route	
Destination	Publix	A dangerous spot for bikers. lots of fast moving traffic. Wider sidewalks would serve well all along South Barfiels to Winterberry.
Destination	Collier Public Transit Terminus	
Destination	Popular Cyclist Destination - Hilly Terrain - restricted vehicle traffic	
Destination	Marco Island Academy - High School	
Destination	Pathway Access to/from Goodland	
Destination	Stan's, popular Sunday afternoon festivals - limited parking encourages Bike traffic	
Destination	Collier County Park - Restroom Facilities	
Destination	Seminole County Park - RV Resort - Nature Trail - Kayak Rentals	
Destination	Seminole Park Greenway	
Destination	YMCA - Tennis, Fitness, Community/After school Activities	
Destination	Mackle Park Comm Youth Center - full program of Adult and Youth Activities	This area is a clear indication for an expanded path.
Destination	Mackle Park Comm Youth Center - full program of Adult and Youth Activities	So many families and visitors look for additional things to do other than beach...especially getting to and from the hotels
Destination	Winterberry Park - Adult Softbal/ Youth football Practice and Games	
Destination	Soccer Fields - Practice and Games	
Destination	Caxambas Park Fishing Pier, Tackle Shop, Restrooms, Transit Terminus	Another wonderful public site. The sidewalks are smaller on the approaches from Swallow and Collier Blvd. More sidewalk and bike
Destination	County Beach Parking - Public Restrooms	
Destination	South Beach - Public Beach Access - Bike Racks	More Bike Racks....Please
Destination	Winterberry Public Beach Access - Bike Racks	This has been an impossible place to park. More and more people riding bikes to support this beach access. This is a must to expand.
Destination	Mackle Park Lake Perimeter Greenway	
Destination	Residents Beach Access	
Destination	Tigertail Beach - Public Beach Access	

Destination Veterans Park - Comm Events,Farmers Market,Bike Racks,Public Rest Rooms  
 Destination Winn Dixie  
 Destination Town Center Shopping Mall  
 Destination Post Office  
 Destination Eagle Sanctuary Park  
 Destination City Hall  
 Destination Tommie Barfield Elementary  
 Destination Tommie Barfield Elementary

More safety for students.  
 Proper bike paths would increase the safety of our students. It  
 would show visitors and seasonal people the relax status of Marco.

Destination Marco Island Charter Middle School  
 Destination Public Tennis Courts  
 Destination Public Ball Field  
 Destination Fishing Pier - Sailing access  
 Destination High Density of School Students identified in SRTS Study  
 Destination High Density of School Students identified in SRTS Study  
 Destination High Density of Students identified in SRTS Survey  
 Destination High Density of Students identified in SRTS Survey  
 Destination High Density of Students Identified in SRTS Survey  
 Destination High Density of Students identified in SRTS Survey  
 Destination Esplanade Shopping Center  
 Destination Bike Rentals  
 Destination Pier 81 Access - County Park  
 Destination Rose Marina  
 Destination Olde Marco Historical Site  
 Destination Island Shopping Center  
 Destination Shopping Center  
 Destination Isles of Capri  
 Destination Collier County Kayak / Canoe Park - rentals  
 Destination Rookery Bay Visitor Center Canoe / Kayak Rentals  
 Destination Marco Walk Shopping Center  
 Destination Tiger Tail Beach  
 Destination Everglades Nat'l Park - many ecotourism opportunities  
 Destination Smallwood Store museum - Chokoloskee very bikable community  
 Destination Port of the Islands resort area. Easy dist Marco to Everglades City for cyclists.  
 Destination Big Cypress Welcome Center - easy cycling distance from Everglades City  
 Destination Ochopee Post Office  
 Destination Joanie' Blue Crab restaurant  
 Destination Everglades City Hall - historic building & original County seat

Destination	Fakahatchee State Park ranger station & Janes Scenic Drive, one of the best off-road cycling trails	
Destination	Bear Island - primitive camping, many off-road trails for cycling & hiking	
Destination	Big Cypress Boardwalk - pop destination old-growth Cypress and Royal Palms	
Destination	Oasis Visitor Center	
Destination	Clyde Butcher Gallery	
Destination	Kirby Storter Board. nice turn-around pt when cycling from Everglades City	
Destination	Arthrex campus - a major employer encourages staff to use alternative transportation due to parking shortage	
Destination	Post Office	
Destination	NCH North and many other medical offices - both major employer and patient destination	
Destination	CAT transfer facility	
Destination	Gov't Center, CAT transfer facility, Health Dept, Jail	
Destination	H.P. Williams Roadside Park and Boardwalk in the Big Cypress Nation Preserve.	
Destination	Monument Lake Historic Marker.	
Destination	Loop Road west entrance for off-road cycling.	
Destination	Deep Lake within the Big Cypress; wildlife viewing.	
Connection	Greenway for bike and pedestrian	
Connection	Bike lanes needed	No safe place for students to wait for buses.
Connection	marked bike lanes	
Connection	bike lanes	
Connection	Bike lane between Pine Ridge & Golden Gate	
Connection	Need to finish that bike lane connection up to Pine Ridge	
Connection	Connect Livingston/Rich King/ which connects to Davis and Rattlesnake,	
Connection	Bike lane to connect Rich King to 951	
Connection	sidewalk	
Connection		
Connection	Shared Use Path - Programmed by FDOT FPN#4418791 - PE 18/19	
Connection	Shared Use Path - Programmed by FDOT FPN# 4369701 CST 19/20	Additional improvements needed, especially in season.
Connection	Shared Use Path - Programmed by FDOT FPN# 4369701 CST 19/20	Love to see more bike paths. Roads busy in season.
Connection	Shared Use Path - Programmed by FDOT FPN# 4369701 CST 19/20	Make tar sidewalks into cement sidewalks - widen bike lanes on Bald Eagle - slow drivers down with flashing lights.
Connection	Shared Use Path - Programmed by FDOT FPN# 4369701 CST 19/20	Look forward to path to Goodland.
Connection	Shared Use Path - Programmed by FDOT FPN#4404381 CST 21/22	Bike path on San Marco from Barfield to Goodland should be a priority
Connection	Shared Use Path - Programmed by FDOT FPN#4404381 CST 21/22	Additional improvements needed, especially in season.
Connection	Shared Use Path - Programmed by FDOT FPN#4404381 CST 21/22	Love to see more bike paths. Roads busy in season.

Connection	Shared Use Path - Programmed by FDOT FPN#4404381 CST 21/22	Look forward to path to Goodland.
Connection	Connect Seminole Park Pathways to Marco Island Network	San Marco Road is heavily used by people trailering boats to launch at Goodland. No shoulders exist, so cyclists must take the lane -
Connection	Linear Park Trail Greenway - Completed 2017	
Connection	Calusa Linear Park Greenway - Construction in Progress - completion 2018	New shared path along Winterberry would be helpful.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	I agree that a bike path funding should be approved for aSwallow & Seagrave.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Significant traffic on Swallow and Seagrave during high season - - -a bike trail would be very appropriate to address safety concerns
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Swallow and Seagrave should include a bike path due to auto volume on these roads in peak periods
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	In 2017, over 500 Residents and Visitors signed a petition requesting Bike Lanes along this route as an alternative to Collier
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Swallow needs a bike path desperately! And it has the room!
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Better bike paths will be great for visitors and locals alike. Great investment for the future
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Great area to bike along. Need more connecting trails. Pursue additional planned bike lanes.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	In favor of more lanes.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Alternate Lanes along Collier
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Additional improvements are needed, especially in season.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Additional bike lanes good.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Additional bike lanes are needed.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	This would be helpful for both bikers and walkers.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Collier is very congested - support other paths.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Make Marco easier to bike. Healthier and cleaner.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Need it Now!
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	It is a good idea to add Bike Lanes.

Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	We support all possible bike paths.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Love the improvements - can use more lanes.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Please build more bike paths.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	We need bike paths on Marco. The existing lanes on the street are not wide enough and too dangerous.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Please keep building bike paths, it's good for the people.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Great improvement.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Great idea for drawing tourists.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Presently the bike lanes are too congested and dangerous for seniors.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Bike Lanes on some roads are too small. Enjoy that there are a lot of lanes. Need more that are wider and safer.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Good bike paths on Winterberry.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Make tar sidewalks into cement sidewalks - widen bike lanes on Bald Eagle - slow drivers down with flashing lights.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	The more bike lanes the better.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Would rather bike than drive. Vacation here at least once a year and love to travel around the island on 2 wheels.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Helpful to people in my area.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Additional facilities needed.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Additional Bike necessary.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Widen the sidewalk on Swallow
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Additional improvement.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Would like to have a bike lane to bike to work so I don't have to compete with walkers and their phone or head set use.

Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	More bike paths needed.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	More bike lanes needed.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	We support the new bike paths that are needed on Marco Island.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Great idea! Let's do this!
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Much needed.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	Love the existing plan and look forward to more options. It's much safer to ride on Marco as a result of these plans.
Connection	Collier Alt - S Ext of Landmark Bike Lanes - Safer alternative for in road bike traffic. Intersects bike lanes on Winterberry. 5,653 Homes within 1/2 mile. A Traffic Survey	More bike lanes would be fantastic. Shared Paths are hard for both pedestrians and bikes.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	In 2017, over 500 Residents and Visitors signed a petition requesting Bike Lanes along this route as an alternative to Collier
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Great area to bike along. Need more connecting trails. Pursue additional planned bike lanes.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	We are Bikers and fully support the additions.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	In favor of more lanes.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	As life-long bikers and residents of South Seas (near Collier) we enthusiastically endorse this project. Please consider funding.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Alternate Lanes along Collier
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Additional improvements are needed, especially in season.
Connection	Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey Jan - Apr 2017 showed that approx 381 Cyclists/Day	Great place to bike, the more Paths, the more exploring the Island.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Additional bike lanes good.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Additional bike lanes are needed.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	This would be helpful for both bikers and walkers.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Collier is very congested - support other paths.



Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Make Marco easier to bike. Healthier and cleaner.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Need it Now!
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	It is a good idea to add Bike Lanes.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	We support all possible bike paths.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Please build more bike paths.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	We need bike paths on Marco. The existing lanes on the street are not wide enough and too dangerous. Please, need bike paths.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Please keep building bike paths, it's good for the people.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Great improvement.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Great idea for drawing tourists.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Presently the bike lanes are too congested and dangerous for seniors.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Bike Lanes on some roads are too small. Enjoy that there are a lot of lanes. Need more that are wider and safer.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Good bike paths on Winterberry.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Make tar sidewalks into cement sidewalks - widen bike lanes on Bald Eagle - slow drivers down with flashing lights.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Love the idea of bike paths so not to interfere with walkers. Thank You.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Need more safe bike paths.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	The more bike lanes the better.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Would rather bike than drive. Vacation here at least once a year and love to travel around the island on 2 wheels.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Additional facilities needed.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Additional Bike necessary.

Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Make biking safe and bike friendly in this area.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Really need additional bike lanes that are safe to use.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Enjoy biking at our Marco Island home.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Additional improvement.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	More bike paths needed.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	More bike lanes needed.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	We support the new bike paths that are needed on Marco Island.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Great idea! Let's do this!
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Much needed.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	Love the existing plan and look forward to more options. It's much safer to ride on Marco as a result of these plans.
Connection	Collier Alt - N Ext of Landmark Bike Lanes. Safer alternative for bikes on Collier Blvd. Intersect w bike lanes on San Marco. 4,917 Homes within 1/2 mile. A Traffic Survey	More bike lanes would be fantastic. Shared Paths are hard for both pedestrians and bikes.
Connection	on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day, approx half of experienced cyclists that prefer in-road bike lanes.	Bald Eagle trail is a must have - very dangerous to travel this road today
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	In 2017, over 500 Residents and Visitors signed a petition requesting Bike Lanes along this route to improve safety on Bald Eagle Drive
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Great area to bike along. Need more connecting trails. Pursue additional planned bike lanes.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional Bike Lanes needed
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	In favor of more lanes.

Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional improvements are needed, especially in season.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Great place to bike, the more Paths, the more exploring the Island.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Greatly Needed
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional bike lanes good.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Great job, keep it up.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Make Marco easier to bike. Healthier and cleaner.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Need it Now!
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	It is a good idea to add Bike Lanes.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Please build more bike paths.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	We need bike paths on Marco. The existing lanes on the street are not wide enough and too dangerous. So please, we need bike paths.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Please keep building bike paths, it's good for the people.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Great idea for drawing tourists.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Bike Lanes on some roads are too small. Enjoy that there are a lot of lanes. Need more that are wider and safer.

Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Make tar sidewalks into cement sidewalks - widen bike lanes on Bald Eagle - slow drivers down with flashing lights.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Love the idea of bike paths so not to interfere with walkers. Thank You.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Need more safe bike paths.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	The more bike lanes the better.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Would rather bike than drive. Vacation here at least once a year and love to travel around the island on 2 wheels.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional facilities needed.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional Bike necessary.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Make biking safe and bike friendly in this area.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Bald Eagle would help shopping.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional construction of these lanes would be helpful and useful.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional bike paths that are not shared would be good.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Additional improvement.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	More bike paths needed.

Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	We support the new bike paths that are needed on Marco Island.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home within 1/2 mile. Traffic Survey Jan - Apr 2017 showed that approx 936 Cyclists/Day,	Great idea! Let's do this!
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home	Much needed.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home	Love the existing plan and look forward to more options. It's much safer to ride on Marco as a result of these plans.
Connection	Bald Eagle Bike Lanes - 2nd most heavily traveled road on Marco. Connects Bike Lanes on Bald Eagle North of Collier to Lanes on Heathwood and San Marco. 2,837 Home	More bike lanes would be fantastic. Shared Paths are hard for both pedestrians and bikes.
Connection	Yellowbird Shared Use Path - under construction 2018	
Connection	Collier Shared Use Path - Programmed by FDOT FPN#4331891 - CST 19/20	
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Additional improvements are needed, especially in season.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Love to see more bike paths. Roads very busy in season.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Great job, keep it up.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Make Marco easier to bike. Healthier and cleaner.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Need it Now!
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Good to accommodate walkers and bikers.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Enjoy existing paths, but paths not always available where I need to go. Thanks for what we have and what's to come.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Please build more bike paths.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	We need bike paths on Marco. The existing lanes on the street are not wide enough and too dangerous.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Please keep building bike paths, it's good for the people.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	This is a very heavy traffic area and a shared path would ease my trip to the store, make me feel much safer.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Great idea for drawing tourists.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Biking increases public health, reduces pollution - like to see more paths for biking safety.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Would rather bike than drive. Vacation here at least once a year and love to travel around the island on 2 wheels.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Need more shared paths.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Additional sidewalks will be much safer. We need these!
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Additional facilities needed.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Additional Bike necessary.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Need better sidewalks for bikes and peds.

Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Being an avid biker, I would love to have more bike shared paths. Look forward to spend this time (Jan) at Marco.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Additional improvement.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	More bike paths needed.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	We support the new bike paths that are needed on Marco Island.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Great idea! Let's do this!
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Much needed.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	Love the existing plan and look forward to more options. It's much safer to ride on Marco as a result of these plans.
Connection	N Barfield Path. Links SUP on Barfield w Bald Eagle. 2,432 Homes within 1/2 mi.	We love the new N. Barfield bike path. Keep up the good work!
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Thank You.
		This route is immediately adjacent to a residential area which the Safe Routes to School Survey showed a concentration of Students attending the Charter Middle School and Tommie Barfield Elementary
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Additional improvements are needed, especially in season.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Love to see more bike paths. Roads very busy in season.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Additional bike lanes good.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Need it Now!
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Enjoy the existing paths, but not always available where I need to go. Thanks for what we have and what's to come.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Love the improvements - can use more lanes.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Please keep building bike paths, it's good for the people.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Great idea for drawing tourists.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Biking increases public health, reduces pollution - like to see more paths for biking safety.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Need more shared paths.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Need SUP more than for pleasure. Safety is the most important need for bikers and pedestrians. SUP provide a safe and pleasurable experience.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Need SUP more than for pleasure. Safety is the most important need for bikers and pedestrians. SUP provide a safe and pleasurable experience.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Additional Bike necessary.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Additional bike paths that are not shared would be good.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Additional improvement.
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	More bike paths needed.

Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Support new bike paths that are needed on Marco
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	Great idea! Let's do this!
Connection	Sandhill SUP. Links Leland SUP w Winterberry Path. 1,242 Homes within 1/2 mi.	We love the new N. Barfield bike path. Keep up the good work!
		Thank You.
Connection	Bald Eagle Shared Use Path - Programmed by FDOT FPN#44118781 - PE 18/19	
Connection	Need bike lane.	
Connection	Paved shoulder was improved with 2016-17 repaving job on 41 from Port of the Islands	Paved shoulders do exist here, however, a separated SUP would be safer and more comfortable for most riders. This route is heavily used by residents in Port of the Islands and seasonal visitors in the campgrounds in Ochopee, to connect to many daily destinations.
Connection	Extension of Bayshore Drive to suggested Rookery Bay Greenway	
Connection	Rookery Bay Greenway	
Connection	Off road bike lane or path along Collier Blvd from 41 to Jolley Bridge	
Connection	Mixed Bicycle/Pedestrian way along the canals connecting Orange Tree to the Greenway.	Great idea along bank of canal - could connect up to the Fairgrounds and proposed new Regional Park as well
Connection	really difficult to navigate by bike and access bike path starting at airport. Very unsafe; speeding traffic	
Connection	Connection needed - would close a great loop for exercise.	
Connection	bike path needed to complete greenway around airport	
Connection	Unsafe - need bike path and traffic calming.	
Connection	Continuation of safe riding for bicycles	
Connection	Safe sidewalks for students to walk to school/bus stops. Students currently stand/walk on the edge of the road. Often times these areas are very poorly lit and	
Connection	Heavy traffic from MF development. 25MPH speed limit is exceeded constantly	
Connection	5' Bike lanes both sides of roadway preferably with 2' safety zone	
Connection	reduce speed limit to 35 mph monitor all intersecting driveways to maintain vegetation cut back and low enough for clear line of sight for vehicles approaching	
Connection	greenway conn Gordon R Green to Ricky King green	
	will also connect with greenway bridge over Gordon river	
Connection	5' bike lanes both sides of street	
Connection	5' bike lanes both sides of street	
	mark 4' bike lanes both sides of street This section of Immokalee Rd has 14' wide	
Connection	outside lanes	
Connection	The walk from parking lot to beach front is very far. Allowing bike to ride around lagoon would be HUGE!	
Connection	bike/shared use path needed	
Connection	Gap in shared use path - need to finish to close the loop	

Connection	Paved shoulders whole length, but RPM leading up to the many narrow bridges. The RPM's are very hazardous to cyclists. A separated path more desirable than riding	The section with the RPMs goes from CR 92 to Port of the Islands
Connection	Bike facilities needed	
Connection	connectivity needed	
Connection	Extension of Rookery Bay Greenway to Route 92	
Connection	SUP needed from Circle to Choko Bridge - existing path very bad condition	
Connection		
Connection	SUP needed - should not wait for 20 years to be done with road widening	
Connection	Important regional connection	
	Look at options -1. Re-stripe & reduce traffic lanes by 1' each to create a bike lane or 14' outer lane	
Connection		
Connection	Connection to the major points of interest in Big Cypress are needed.	
Connection	Connection to Big Cypress Visitor Center and Clyde Butcher PhotoGallery.	
Ped Need	sidewalk	
Ped Need	Shared Use Path	
Ped Need	Shared Use Path	
Ped Need	Shared Use Path	
Ped Need	Shared Use Path	This stretch of San Marco Road has many speeding cars. An off-road shared-use path would greatly improve safety.
Ped Need	Shared Use Path	
Ped Need	Calusa Park Greenway	
Ped Need	Shared Use Path - phase three of Safe Routes to School Project	
Ped Need	Shared Use Path - links to pathway on Jolley Bridge	
Ped Need	Shared Use Path	A wide SUP needed here to complete the link from the SUP previously constructed along Bald Eagle Drive
Ped Need	Side walk needed on East side of Crown Drive	
Ped Need		
Ped Need		
Ped Need	Gordon R Greenway connectivity needed. Ped walk in street (no shoulder)	
Ped Need	SUP needed - high traffic area for seasonal and local residents/workers	
Ped Need	SUP needed	
Ped Need	Peds/fishermen/photographers stop on the shoulders and bridges for fish and/or observe bird rookeries.	
Safety	Narrow roads and high traffic speeds are dangerous to cyclists - this was the site of an accident - A truck was moving slowly behind a cyclist due to oncoming traffic, another	
Safety	Bike Lanes on 951 too dangerous given traffic speeds over 60 MPH. Needs separated path from vehicles.	Agree with assessment of 951, a pathway is needed
Safety	Difficult intersection, no path for bikes to cross; speeding traffic; too short for pedestrians	



Safety	Bad intersection - difficult to cross walking or by biking	
Safety	Steven's Landing - very dangerous walking to Goodland or walking anywhere on San Marco with no sidewalks - need a safe way to walk	
Safety	The Winterberry Bridge at Heathwood is dangerous, needs to be replaced. Check with the City Risk Assessor.	
Safety	Swallow Ave needs protected bike lanes. Too congested for two way traffic and bikes.	
Safety	So dangerous with trucks passing that are the width of the road.	
Safety	Blind corner	
Safety	Busy vehicular, cycle and pedestrian intersection with minimal controls	
Safety	Bike lane only on one side of road- creating confusion	
Safety	Scary intersection, 10-12 lanes to cross, no median refuge, must be Olympic sprinter to catch the ped signal	Only 2 legs of the intersection have crosswalks. The SW along Carillc
Safety	Need "share the road" sign 41 E/O Everglades City; both cyclists and peds use this road as well as vehicles.	

## Appendix 7 - Survey Form, Results and Comments



### Collier MPO Bicycle and Pedestrian Master Plan Survey

We appreciate your time taken to complete this survey. Your input is essential to the development of the Collier MPO Bicycle & Pedestrian Master Plan and will help us understand the current challenges and identify opportunities to improve the biking and walking experience in Collier County. **Thank you!**

How often do you bike or walk?

	Daily	Weekly	Monthly	Never
Walk				
Bike				

If you don't bike, why not? \_\_\_\_\_

\_\_\_\_\_

If you bike, do you bike for exercise, utility or both?

**Exercise**      **Utility** (i.e. errands, commute to work, to/from transit)

If you walk, do you walk for exercise, utility or both?

**Exercise**      **Utility** (i.e. errands, commute to work, to/from transit)

Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      No

If yes, where? \_\_\_\_\_

\_\_\_\_\_

Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes?      Yes      No?

If yes, where? \_\_\_\_\_

\_\_\_\_\_

If biking, what makes you feel unsafe? (Check all that apply)

\_\_\_ Lack of bicycle facilities

\_\_\_ Lack of directional/destination signage

\_\_\_ Large intersections

\_\_\_ High speed traffic

\_\_\_ Lack of lighting

\_\_\_ Driver behavior

\_\_\_ Fear of crime

\_\_\_ Other: \_\_\_\_\_

If biking, how do you choose your route? \_\_\_\_\_

\_\_\_\_\_

# Collier MPO Bicycle and Pedestrian Master Plan Survey



If walking, what makes you feel unsafe? (Check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Lack of bicycle facilities | <input type="checkbox"/> Lack of directional/destination signage |
| <input type="checkbox"/> Large intersections        | <input type="checkbox"/> High speed traffic                      |
| <input type="checkbox"/> Lack of lighting           | <input type="checkbox"/> Driver behavior                         |
| <input type="checkbox"/> Fear of crime              | <input type="checkbox"/> Other: _____                            |

What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths), intersection priority, bicyclist and driver education, enforcement)

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What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)

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ZIP Code: \_\_\_\_\_

Email address (Optional, only so we can keep you informed):

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Age:

- ☐ Under 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 or older



## Encuesta sobre el Plan Maestro de Ciclistas y Peatones del Collier MPO

Agradecemos su tiempo para completar esta encuesta. Su opinión es esencial para el desarrollo del Plan Maestro de Ciclistas y Peatones del Collier MPO. Sus respuestas, nos ayudarán a comprender los desafíos actuales e identificar oportunidades para mejorar su experiencia cuando andas en bicicleta o caminas en el Condado de Collier. ¡Gracias!

### 1. ¿Cuántas veces por día, semana o mes andas en bicicleta y/o caminas?

	Andar en Bicicleta							Caminar						
	Nunca	1	2	3	4	5	Más de 5	Nunca	1	2	3	4	5	Más de 5
Diario														
Semanal														
Mensual														

### 2. Si no andas en bicicleta, ¿por qué no? \_\_\_\_\_

\_\_\_\_\_

### 3. Si andas en bicicleta, lo haces por:

- ☐ Ejercicio
 ☐ Utilidad (por ejemplo: diligencias, viaje al trabajo, hacia/desde la parada de autobús)
- ☐ Ambos
 ☐ Ninguno

### 4. ¿Hay lugares en donde desearías andar en bicicleta pero no lo haces debido a que las rutas son incómodas/inseguras o no existentes? ☐ Sí ☐ No

¿Si respondiste Sí, dónde? \_\_\_\_\_

\_\_\_\_\_

### 5. Si andas en bicicleta, ¿qué te hace sentir inseguro? (Marque todas las opciones que correspondan)

- ☐ La falta de instalaciones para bicicletas
 ☐ Falta de señalización  
 (por ejemplo: líneas de bicicletas, carriles de bicicletas etc.)
- ☐ Intersecciones grandes
 ☐ Comportamiento del conductor
- ☐ Tráfico de alta velocidad
 ☐ Miedo a la delincuencia
- ☐ La falta de iluminación
 ☐ Otro (especifique): \_\_\_\_\_

### 6. Si andas en bicicleta, ¿cómo eliges tu ruta? \_\_\_\_\_

\_\_\_\_\_

### 7. ¿Qué tipo de apoyo para ciclistas te gustaría ver más en el Condado de Collier? (por ejemplo: señalización, líneas para bicicletas, carriles para bicicletas, prioridad de intersección, educación para ciclistas y conductores, aplicación de la ley) \_\_\_\_\_

\_\_\_\_\_



## Encuesta sobre el Plan Maestro de Ciclistas y Peatones del Collier MPO

**8. Si caminas, lo haces por:**

- ☐ Ejercicio ☐ Utilidad (por ejemplo: diligencias, viaje al trabajo, hacia/desde la parada de autobús)  
☐ Ambos ☐ Ninguno

**9. ¿Hay lugares en donde desearías caminar pero no lo haces debido a que las rutas son incómodas/inseguras o no existentes?** ☐ Sí ☐ No

¿Si respondiste Si, dónde? \_\_\_\_\_  
\_\_\_\_\_

**10. Si caminas, ¿qué te hace sentir inseguro? (Marque todas las opciones que correspondan)**

- ☐ La falta de aceras/lugares seguros para caminar ☐ Falta de señalización  
☐ Intersecciones grandes ☐ Comportamiento del conductor  
☐ Tráfico de alta velocidad ☐ Miedo a la delincuencia  
☐ La falta de iluminación ☐ Otro (especifique): \_\_\_\_\_

**11. ¿Qué tipo de apoyo para peatones te gustaría ver más en Condado de Collier? (por ejemplo: aceras más anchas, reparación de huecos en las aceras, aceras nuevas donde no existen actualmente, más tiempo para cruzar en las intersecciones, aceras mejor conectadas, educación de peatones y conductores, aplicación de la ley)**

\_\_\_\_\_  
\_\_\_\_\_

**12. Código postal (Recopilamos esta información para asegurarnos de recibir respuestas de todo el condado.):**

\_\_\_\_\_

**13. Edad:**

- ☐ Menos de 18 ☐ 19 - 35 ☐ 36 - 50 ☐ 51 - 65 ☐ 66 - 75 ☐ 75 o mayor

**14. Su dirección de correo (Opcional, solo para que podamos mantenerle informado):**

\_\_\_\_\_

**GRACIAS POR COMPLETAR ESTA ENCUESTA!**



## Sondaj sou Plan Prensipal Bisiklèt ak Pyeton Collier MPO

Nou apresye tan ou pran pou konplete sondaj sa'a. Patisipasyon ou esansyèl nan devlopman Plan Prensipal Bisiklèt ak Pyeton Collier MPO a epi ap ede nou konprann defi ki gen kounya yo epi idantifye opòtinite pou amelyore eksperyans bisiklèt ak mache nan Depatman Collier. **Mèsi!**

Chak kilè ou monte bisiklèt oswa ou mache?

	Chak jou	Chak semèn	Chak mwa	Pa janm
Mache				
Bisiklèt				

Si ou pa monte bisiklèt, poukisa? \_\_\_\_\_

Si ou monte bisiklèt, eske ou monte bisiklèt pou fè egzèsis, sèvis piblik oswa tou de (2)?

**Egzèsis**                      **Sèvis piblik** (sa vle di ale fè komisyon, ale travay, pou transpò ale retou)

Si ou mache, eske ou mache pou fè egzèsis, sèvis piblik oswa tou de (2)?

**Egzèsis**                      **Sèvis piblik** (sa vle di ale fè komisyon, ale travay, pou transpò ale retou)

Eske gen kote ke ou vle monte bisiklèt men ou paka paske wout la pa bon / danje oswa pa gen wout?

Wi                      Non

Si se wi, kibò? \_\_\_\_\_

Eske gen kote ke ou vle mache men ou paka paske wout la pa bon / danje oswa pa gen wout?

Wi                      Non?

Si se wi, kibò? \_\_\_\_\_

Si ou monte bisiklèt, kisa ki fè ou santi ou an danje? (Tcheke tout sa ki aplike)

\_\_\_ Pa gen enstalasyon pou bisiklèt

\_\_\_ Gwo entèseksyon

\_\_\_ Pa gen ekleraj

\_\_\_ Pè krim

\_\_\_ Pa gen siyal pou direksyon / destinasyon

\_\_\_ Trafik ki gen gwo vitès

\_\_\_ Konpòtman chofè

\_\_\_ Lòt: \_\_\_\_\_

Si ou monte bisiklèt, kòman ou chwazi wout ou? \_\_\_\_\_

## Sondaj sou Plan Prensipal Bisiklèt ak Pyeton Collier MPO



Si ou mache, kisa ki fè ou santi ou an danje? (Tcheke tout sa ki aplike)

- |   |   |
|---|---|
| <input type="checkbox"/> Pa gen enstalasyon pou mache     | <input type="checkbox"/> Pa gen siyal pou direksyon / destinasyon |
| <input type="checkbox"/> Gwo entèseksyon                  | <input type="checkbox"/> Trafik ki gen gwo vitès                  |
| <input type="checkbox"/> Lack of lig Pa gen ekleraj hting | <input type="checkbox"/> Konpòtman chofè                          |
| <input type="checkbox"/> Pè krim                          | <input type="checkbox"/> Lòt: _____                               |

Ki sipò pou bisiklèt ou ta renmen wè plis nan Depatman Collier an? (sa vle di: siyal, pis pou bisiklèt, wout pou bisiklèt), priyorite ak entèseksyon yo, edikasyon pou siklis ak chofè yo, fè respekte lwa yo)

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Ki sipò pou mache ou ta renmen wè plis nan Depatman Collier an? (sa vle di: twotwa ki pi laj, twotwa ki ranpli, nouvo twotwa ki pa't egziste deja, plis tan pou travèse nan entèseksyon yo, twotwa ki pi byen konekte, edikasyon pou moun k'ap mache ak chofè yo, fè respekte lwa yo)

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ZIP Kòd: \_\_\_\_\_

Adrès elektwonik (Si ou vle, pou nou ka kenbe ou sèlman enfòmè):

---

Laj:

☐ Anba 18    ☐ 19-35    ☐ 36-50    ☐ 51-65    ☐ 66-75    ☐ 75 oswa pi gran

Gen sèvis tradiksyon Kreyòl Ayisyen ki disponib. Rele nan 239-252-5884 pou mande asistans.

## Appendix SD - Survey, Results and Comments

### Q1. How many times per day/week/month to you walk of bike?

<b>Daily</b>				
# Times	Never	1-2	3-4	5+
Walk	21	136	20	32
Bike	46	85	10	15
	Never	1-2	3-4	5+
Walk	10%	65%	10%	15%
Bike	29%	54%	6%	10%

<b>Weekly</b>					
# Times	Never	1-3	4-7	8-10	10+
Walk	14	61	77	16	16
Bike	33	106	60	8	5
	Never	1-3	4-7	8-10	10+
Walk	8%	33%	42%	9%	9%
Bike	16%	50%	28%	4%	2%

<b>Monthly</b>					
# Times	Never	1-3	4-7	8-10	10+
Walk	10	9	5	2	65
Bike	23	32	14	5	34
	Never	1-3	4-7	8-10	10+
Walk	11%	10%	5%	2%	71%
Bike	21%	30%	13%	5%	31%



## Question 2 - If you don't bike, why not?

117 Answered

210 Skipped

#	Reason	Responses
1	Safety	Old 41 not safe
2	Safety	too dangerous
3	Lack of facility	No sidewalk or bike lane
4	Safety	too dangerous
5	Safety	afraid
6	Personal Preference	prefer to power walk
7	Personal Preference	Prefer biking.
8	Bike only in Community	I ride my bike in our community
9	Safety	Safety concerns. Won't bike on road with traffic volume in this area
10	Safety	too dangerous on the streets
11	Do Not Own Bike	DO not currently own a bike.
12	Safety	Streets are unsafe; drivers are unpredictable
13	Do Not Own Bike	Just purchased one and will be in the future
14	Safety	Unsafe roads
15	Safety	No safe places close to home. Need 45 to 60 minutes to drive just to find a biking spot.
16	Preference	Not my form of exercising
17	Safety	too dangerous
18	N/A	N/A
19	Safety	I do bike but end up biking on the grass because it's dangerous to bike on the road. I purposely got a mountain bike to navigate the grass.
20	Safety	I do not feel safe biking on the road with cars and trucks
21	Safety	I would bike more but there are Not enough routes that have protected bike paths or lanes
22	Personal Preference	Not athletic.
23	Personal Preference	Health issues
24	Safety	very restricted because of scary, unsafe roadways.
25	Safety	I fear getting hit by a car in the bike lane and would prefer to bike on a path separate from traffic.
26	Safety	Lack of safe paths separating from cars
27	Lack of facility	I am not near sidewalks in my area - Golden Gate Estates - and would have to transport bike in order to reach any for biking.
28	Safety	Safety Concerns, live in the Estates and work downtown. I would be more likely to bike downtown or in an area designated only for bikes.
29	Safety	Share the road is dangerous
30	Personal Preference	Weather is too hot or too cold or there is too much car traffic where I want to bike.
31	Personal Preference	I skate and kayak. I spend 2-4 hours 7 days a week doing either, but mostly skate. That doesn't include 2 hours

	one day a week of walking dogs at the Humane Society's small dog shelter at Coastland Mall.
32 Personal Preference	Bad feet
33 Lack of facility	There are not easy to access bike routes. Main roads have no bikeable choices.
34 Personal Preference	At 73, not confident anymore.
35 Safety	Uninteresting or unsafe places to bike
36 Safety	Fear for safety
37 Personal Preference	Weather
38 Preference	I prefer not to ride on sidewalks, so am limited to a 3k route next to my residence
39 Safety	I try to avoid roadways, since we have so many accidents relative to our geographic areas.
40 Personal Preference	I live in a Condo and have no storage for the bike. I do power walking instead and exercise
41 Safety	Cars do not pay attention to bikes or others in the road for that matter.
42 No not own bike	no bike
43 Lack of facility	Not enough roads with bike lanes to stay safe distance from road traffic.
44 Personal Preference	Bike seat hurts my hip
45 Traffic	Too much traffic and multi lane intersections
46 Lack of facility	lack of pathways
47 Personal Preference	Back problems
48 Personal Preference	Do not want to
49 Safety	outside of my neighborhood too dangerous
50 Safety	No place to store it out of the weather. I'm also afraid of traffic.
51 Safety	Unsafe!
52 Personal Preference	It's boring.
53 Does Bike	I do
54 N/A	N/A
55 Safety	We bike, but do not feel safe on the streets.
56 Safety	I don't feel safe when riding. Too often I have been cut off by cars. Very scary.
57 Safety	I would like to bike 2-4 times a week for exercise or commute to work but it is far too dangerous to ride with traffic; not enough dedicated bike paths
58 Personal Preference	Because it's raining, or during rush hour traffic.
59 Does Bike	I bike
60 Lack of facility	Lack of facilities, fear, lack of lighting.
61 Safety	Can't ride for utility because my gated neighborhood is on a very busy 6 lane connector.
62 Safety	I don't bike a lot because of safety due to large/many driving laws, high speeds, and lack of facilities.
63 Safety	I used to bike outside but now I bike inside because I am afraid I will be hit by a car.
64 Safety	Sidewalks not wide enough, not safe. No path near by
65 Other	Don't own a bike. Too many older drivers - not safe.
66 Safety	Don't feel safe. Prefer to run for exercise.
67 Traffic	Traffic

68 N/A	n/a
69 Bike only in Community	I only bike in my immediate community. I get my exercise in other ways. My main mode of transportation is a car.
70 Do Not Own Bike	I do not have one
71 Safety	I would do it more, but roads are insane and very few trails or paths...
72 Personal Preference	I ZUMBA on the weekends.
73 Safety	Lack of safe bicycle pathways
74 Safety	Too dangerous, I almost got ran over by a car 2 times.
75 Safety	We don't have a safe bike path.
76 Personal Preference	There are limited areas to bike. I use the sidewalks but I feel like I am going to disrupt walkers
77 Safety	There are no safe areas to bike in Golden Gate Estates
78 Safety	It is too dangerous to bike in the Estates because of traffic.
79 Safety	It's dangerous
80 Does Bike	I like it.
81 Lack of facility	There's no bike pathway
82 Lack of facility	No bike lanes or sidewalks
83 Traffic	Traffic
84 Lack of facility	No bike paths or sidewalks
85 Lack of facility	lack of available trails
86 Lack of facility	Bike paths are too narrow and lighting is poor in the estates.
87 Safety	Too dangerous because no one wants you on the sidewalk and the paths are too narrow.
88 Personal Preference	Will soon, little kids and no time
89 Safety	Danger on roads with limited safe bike accessibility
90 Safety	Not safe enough on roads
91 Traffic	Traffic
92 Personal Preference	Because it is not an efficient method to move between points across the county.
93 Lack of facility	No sidewalks
94 Safety	unsafe on county multi use sidewalks and substandard roads
95 Personal Preference	I do not like to bike
96 Safety	Hardly any safe biking trails or even space/lanes for bikes on roadways
97 Personal Preference	Heat
98 Safety	Too scared to do so on Bayshore Dr and if I do I either bike on the sidewalk or bike facing head on traffic. I'd rather see the cars coming at me, than have them behind me. A friend of mine was hit by a car biking on
99 Safety	Because bicyclists in this town are ridiculous. They dont stop, they ride in traffic, and make it to where people no longer pay attention to their safety because they are used to the A-HOLE bicyclists who think they own the road
100 Other	Think should be designated areas as ok folks don't see bikes
101 Do Not Own Bike	Don't own one
102 Traffic	There are too many crazy drivers on the roads.

103 Lack of facility	Would bike more but there's not enough trails (off roadways!)
104 Does Bike	I enjoy biking considerably more
105 Safety	Too Dangerous
106 Lack of facility	Not enough bike paths or sidewalks to get me to a bike path.
107 Other	Needed bike repair
108 Safety	safety on roads, not enough segregated bike paths
109 Safety	It's hard to find a safe place.
110 Personal Preference	I'm in a wheelchair
111 Safety	Don't know where it is safe to bike with no traffic
112 Safety	I would bike more if there were trails to bike that were safer than the overcrowded streets with no bike lanes Naples is NOT safe to bike
113 Traffic	Can only go at certain times due to traffic
114 Safety	Too dangerous
115 Safety	I bike less for fear of an accident. Bike lanes are too small and not fully continuous.
116 Does Bike	I do bike, but some routes are terrifying
117 Does Bike	DO Bike

**Question 3 - If you bike, do you bike for ...?**

252 Answered

75 Skipped

	Number	Percent
Exercise	149	59%
Utility (i.e. errands, commute to work, to/from transit)	4	2%
Both	87	35%
Neither	12	5%
	252	

**Question 4 - If you walk, do you walk for ...?**

261 Answered

66 Skipped

	Number	Percent
Exercise	169	65%
Utility (i.e. errands, commute to work, to/from transit)	10	4%
Both	75	29%
Neither	7	3%
	261	

**Question 5 - Are there places that you want to bike that you don't because of uncomfortable/unsafe routes or lack of routes?**

271 Answered YES

34 Answered NO

56 Skipped

Where	If yes, where?
1st St	SR 29 1st St.
1st St	1st Immokalee;
35+ mph	Don't trust any bike lanes on 35mph+ roads
43rd Ave	on my street 43rd Ave NE
6-lanes roads	busy roads
6-lanes roads	From Naples Terrace to Liberty Park, and from Liberty Park to the Greenway. 6 lanes of traffic at each crossing, and no crosswalks without going way out of your way. We put in great parks, but no safe and stress-
6-lanes roads	From West of 41 to coast
6-lanes roads	All major roads
6-lanes roads	Main 6 lane roadways
6-lanes roads	Any main road
6-lanes roads	I decrease my biking on busy roads during season as the snow birds can't drive
6-lanes roads	Davis Blvd., Immokalee Rd., Livingston, Vanderbilt Dr., Collier, US 41
6-lanes roads	Primarily the north-to-south corridors located east of 41
6-lanes roads	Most County & State six and four lane roads, primarily stay on roads west of US 41
6-lanes roads	Many state and county roads
Airport	too work on Airport Road or bike throughout the county for exercise/leisure
Airport	airport pulling
Barfield Dr	barfield north of collier
Bayshore	Bayshore to Downtown very challenging
Bayshore	Lely Resort, Bayshore
Bayshore	anywhere on bayshore.
Bonita Beach	bonita beach rd from vanderbilt to barefoot beach. needs bike lane
Bonita Beach	Bonita Beach Road
Collier Blvd	Collier Blvd from US 41 to I 75
Collier Blvd	Collier Blvd
Collier Blvd	Collier Blvd from Naples to Marco Island
Collier Blvd	Between Marco Island and Naples; Even when there are bike lanes they are on the road and not comfortable for traveling.
Collier Blvd	COLLIER BLVD
Davis Blvd	Davis boulevard area
Davis Blvd	Davis road east Naples
Destiantion	School and Publix. Out to Ave Maria.
Destiantion	To the store to school
Destiantion	Work, school, shopping
Eash Naples	East Naples
Everglades Blvd	Everglades blvd from Immokalee rd to estates elementary
Everglades Blvd	Everglades Blvd.
Everglades Blvd	Everglades, Randal, Wilson
Everglades Blvd	Everglades blvd
Everglades Blvd	Randall Blvd. and Everglades Blvd.
Everglades Blvd	Everglades Blvd, Randall Blvd, Golden Gate Blvd (2 lanes)
Everglades Blvd	Everglades Blvd., Oil Well Rd.
Everywhere	many roads are dangerous and bike paths too narrow
Everywhere	Almost everywhere
Everywhere	everywhere on a bike
Everywhere	Almost anywhere on public roads
Everywhere	Everywhere. People drive crazy and don't respect crosswalks or pedestrians
Everywhere	Collier County is dedicated to the car; the bike paths on the roads aren't safe
Everywhere	Almost everywhere. The streets are dangerous
Everywhere	Nearly everywhere
Everywhere	Any place that does not have a wide sidewalk.
Everywhere	Everywhere

Everywhere	Anywhere without a bike lane
Everywhere	the entire county is SO unbike, unped friendly
Everywhere	Anywhere
Everywhere	Almost everywhere
Everywhere	We have to go to park there are no sidewalks near us
Everywhere	Roads with cars
Everywhere	everywhere
Everywhere	I don't want to bike on the roads. Between the drivers and the bikers, the roads here are a disaster. I want to be able to bike in a peaceful, quiet place in a park or on a safe trail, that isn't secluded.
GG Blvd	Golden gate blvd
GG City	GOLDEN GATE CITY
GG Estates	Golden Gate Estates
GG Estates	The Estates
GG Estates	Estates
GG Estates	Golden Gate Estates
GG Estates	Golden Gate Estates
GG Estates	In the Estates
GG Estates	Golden Gate Estates
GG Pwky	Golden Gate around 22nd Ave SW and 42nd Street SW
GG Pwky	Golden gate Park way to us41
GG Pwky	The neighborhood that includes 22nd Ave SW and 42nd Street SW
Goodlette	Goodlette Frank near Immokalee
Goodlette	Goodlet Frank, south end of Livingston
Granada Blvd	Granada Blvd and in Twin Lakes, no sidewalks and roads have crumbled road shoulders.
Gulf Shore	Gulf Shore Blvd
Gulfshore	Crayton road sometimes has high volume of traffic and narrow areas for bikes. Also, parts of Gulf Shore have minimal space for bikes.
Gulfshore	South Gulfshore by pier has too much traffic and is too tight.
Immokalee	Vanderbilt Beach Road between U.S. 41 and the beach; Immokalee Road from U.S. 41 to Oakes Blvd.
Immokalee	Immokalee Road
Immokalee	along Immokalee Road
Immokalee	Immokalee Rd east of Riverstone where path floods in the summer
Immokalee Rd	Immokalee road
Intersections	Intersections can be tricky. Cars do not yield when they should.
Jefferson	Jefferson
Livingston	Southon linvingston pastPine Ridge
Livingston	Livingston. The bike lanes are wonderful but within the past year the average mph is probably 55 on Livingston
Logan	Logan Blvd, Goodlette Rd, Pine Ridge, Vanderbilt Beach Rd, Gulf Shore Blvd
N/A	publix
N/A	North of Vanderbilt
Naples	many streets in n.naples
Naples	Everywhere in Naples!
Naples	Downtown Naples
Naples	to/from downtown Naples area
Naples	Uncomfortable biking in North Naples unless I'm on a sidewalk
Naples	downtown Naples; getting to other areas, such as Everglades, out to Corkscrew Swamp, etc
Naples	North naples
Naples	downtown, pretty much everywhere because sidewalks just end and I feel unsafe even where there are bike lanes.
Naples	Naples!
Naples	Downtown Naples
Naples	Downtown, Gordon drive
Naples	Naples area in general
Naples	All of naples, except port royal - way to go ted zelman, for protecting the bicyclists near where you live in rich naples.....because you belong to the bike club and have friends in high places - keep changing laws to benefit
Naples	anywhere close to downtown.
Naples	Streets of Naples
Naples	Most roads in North Naples
Naples	Most of Naples

Naples Blvd	Naples Blvd
Naples Park	I live in Naples Park. When I leave this area, it gets more dangerous.
Naples Park	Naples Park needs sidewalks and bike lanes
North 9th St	North 9th - Jefferson
North 9th St	Washington - Escambia N 9th
Oil Well	Oil Well Road near schools; Ave Maria
Oil Well	Down Oil Well Road
Old US 41	Old 41,
Old US 41	Old 41!
Old US 41	Old US41
Old US 41	Old 41
Old US 41	old 41
Old US 41	Cvs us41 and old 41
Old US 41	I would like to be able to bike on Old 41
Old US 41	Old 41
Old US 41	Old 41
Old US 41	Old 41
Old US 41	Old 41 & Immokalee
Old US 41	Old 41 and Bonita beach road
Old US 41	Old US 41 between Wiggins Pass and Bonita Beach Rd.
Old US 41	Rat 41, Bonita Bch Rd and Old 41
Old US 41	Old 41
Old US 41	Old US41
Old US 41	Old 41
Old US 41	Old 41
Old US 41	Old 41 connecting to 41
Old US 41	Old 41
Old US 41	rts 41 and old 41 and immokalee road
Old US 41	Old41
Old US 41	Hwy 41, old Hwy 41, Bonita beach road
Old US 41	Old 41 between 41 and Bonita Beach Road.
Old US 41	Old 41 from Bonita Beach Rd south to 41
Old US 41	North Naples on Old 41
Old US 41	Old 41-south end near US 41
Old US 41	Old 41 between 41 and Bonita Beach Road
Other	all side streets on south side
Other	park areas are all unsafe. Only safe place is park boundary.
Palm St	Palm street
Pelican Bay	Pelican Bay, West Blvd, Crayton
Pelican Bay	sidewalks and roads in Pelican Bay
Pine Ridge	Bonita Beach, captiva and Sanibel, pine ridge road
Pine Ridge	Airport-Pulling Road between GG Parkway and the East Trail. Also all of Pine Ridge Rd.
Pine Ridge	Pine Ridge between beach and airport pulling
Pine Ridge	Pine Ridge Road
Pine Ridge	Pine Ridge road from Lingston to the beach
Pine Ridge	Pine Ridge, Golden Gate
Pine Ridge	Pine Ridge Rd, Goodlette Rd, some parts of 41
Randall	Randall Boulevard
Rattlesnake	From Rattlesnake to east community on Thomasson
Rattlesnake	Livingston from Davis to Pine Ridge. Rattlesnake Hammock.
Roads w Bike Lanes	Most roads with bike lanes on the side of the the car lanes are unsafe. Car's often cross the bike lane line
Roads w Bike Lanes	Most streets with bike lane.
Roads w Bike Lanes	Many places in the county where there is a bike lane, but the medians are littered or overgrown with weeds
Roads W/O Bike Lan	everywhere there is not a designated lane for bikes
Roads W/O Bike Lan	Would like to bike more county roads, but need bike lanes and decreased speed limits.
Roads W/O Bike Lan	Streets without bike lanes
Roads W/O Bike Lan	Any busy road without a bike lane or sidewalk
Roas s Sidewalks	Streets without sidewalks



Swallow Ave	Swallow Ave
To/From Beach	To the beach
To/From Beach	To main beaches on the island
Unk	Drug store, errands
Unk	Mel's Diner, CVS, Winn Dixie
Unk	Biking is easy, but skating anywhere in Collier other than Rich King Memorial Greenway and Sugden Park is very dangerous. Sidewalks are too narrow, and cars ignore you unless you're in something that can damage
Unk	Most areas without a bike trail
Unk	The beach
US 41	Route 41
US 41	#41, Vanderbilt beach Rd. Even Imperial Golf Course BLVD. Is a hazard without any shoulders.
US 41	Anywhere along 41.
US 41	Old 41
US 41	41
US 41	I would not bike on Vanderbilt Beach Road or H 41.
US 41	US 41
US 41	41
US 41	Crossing 41 is tough. Right turners do not let bikes cross
US 41	Goodlette Road, 41
US 41	Immokalee Rd W of 75; Goodlette Rd; 41
US 41	41 - the bike lane is too close to the traffic.
US 41	hwy 41
US 41	41 East
US 41	US41, Goodlette, Airport Rd, Logan, Golden Gate Pkwy
US 41	41
US 41	41
US 41	Pine Ridge Road, Immokalee Road and US 41 are all dangerous
US 41	Tamiami Trail between Marco Island and Everglades City
US 41	Tamiami Trail
US 41	East Naples - difficult crossing Airport, 41
US 41	Tamiami, Davies blvd
US 41	41, Rattle Snake Hammock, busy streets with no shoulder.
US 41	Along and across 41
US 41	41
US 41	41 from Port of the Islands west and SR92 from 41 to the Jolly Bridge
US 41	US 41
US 41	From Naples Manor along US 41, turning left on Thomasson, towards Naples Botanical Garden
US 41	rte 41, would like to ride to beach- Vanderbilt
US 41	All of rt 41
US 41	Hwy 41, Livingston between Pine Ridge & Golden Gate
US 41/Collier	Along Collier Blvd to Marco Island; US 41 to San Marco Road
US 41/Naples	Anywhere within Naples city limits. And US-41
US41	Thomasson Dr and US 41 btwn Rattlesnake and Tin City
Vanderbilt Dr	Vanderbilt Drive and 111th Ave.
Vanderbilt Dr	Vanderbilt Drive between 111 and 91st
VBR	Vanderbilt Beach Road Extension
VBR	I would like to bike down Vanderbilt Beach road.
VBR	Vanderbilt beach road
Vineyards	In the Vineyards
Westclox	Westclox
Wiggins Pass	Bonita Beach Road and Hickory Blvd., Wiggins Pass Road
Wiggins Pass	Wiggins Pass Road

Additional Roads Mentioned Without Comment

Road	Times Mentioned
Airport	3
Bonita Beach	4
Busy streets	1
Crayton	1
Davis	1
GG Blvd	1
GG Pkwy	2
Goodlete	5
Gulf Shore Blvd	1
Immokalee	4
Lely	1
Livingston	3
Logan	1
Oil Well	1
Pine Ridge	2
Randall	3
Rattlesnake	1
San Marco Rd	1
Thomasson	1
US 41	3
VBR	4
Wilson	1

**Question 6 - Are there places that you want to walk that you don't because of uncomfortable/unsafe routes or lack of routes?**

129 Answered YES

126 Answered NO

72 Skipped

<b>Where</b>	<b>If yes, where?</b>
111th Ave	111th Ave. and Gulf Shore Drive North
1st St	1st Street - Carver area
43rd Ave	43rd Ave NE
5th-9th St	south side 5th - N 9th
6-lanes roads	Multi lane highways
Bayshore	Bayshore
Collier Blvd	951 walk/bike path no lights
County Barn	County Barn
Crown Dr	Crown Drive Palm River
Davis	Davis - sidewalks end. Have to cross 6 lanes to get to another sidewalk.
Davis	Davis rd
East Naples	East Naples
East Naples	East Naples
Everglades Blvd	Everglades blvd
Everglades Blvd	Everglades Blvd, Randall Blvd, Golden Gate Blvd (2 lanes)
Everglades Blvd	Everglades Blvd
Everglades Blvd	Everglades blvd from Immokalee rd to estates elementary
Everglades Wilso	Everglades, Wilson, and Randal
Everywhere	all areas
Everywhere	Old US41, and any Collier road that is bike & pedestrian unfriendly
Everywhere	I don't like walking on busy noisy streets.
Everywhere	Almost all of Collier. I prefer trails, but there aren't any.
Everywhere	To the park, Vanderbilt east, estates etc.....
Everywhere	Busy roads
Everywhere	Most destinations crossing 4 or 6 lane roads
Everywhere	any place with low connectivity, super blocks or poor land use
Gated Comm	gated communities
GG Estates	The Estates
GG Estates	Around Golden Gate Estates
GG Estates	North Estates
GG Estates	The estates, lighting is poor for evening walks.
GG Estates	Golden Gate Estates
GG Pkwy	Golden Gate around 22nd Ave SW and 42nd Street SW
Goodlette	Goodlette Rd North of Vanderbilt
Immokalee Rd	Immokalee Road between Oakes Blvd. and the beach
Intersections	Intersections
Intersections	Lighting, major intersections
N 9th St	North 9th - Jefferson
Naples Blvd	Naples Blvd
Naples Manor	Naples Manor
Naples Park	Naples Park needs more sidewalks!
Naples Park	Naples Park...I go to Connors instead
Naples Park	Naples park
Neopolitan Lane	Neopolitan Lane
No Sidewalks	No sidewalks
No Sidewalks	Some sidewalks because of bike on the walks
Oakmont Pkwy	Oakmont Parkway in Pelican Bay has NO sidewalks
Old Naples	Old Naples
Old US 41	Old 41 no sidewalks
Old US 41	Old US41
Old US 41	Old 41

Old US 41	wiggins pass rd, old 41
Old US 41	old 41
Old US 41	Cvs and subway along old 41
Old US 41	Old 41
Old US 41	Old US41
Old US 41	Old 41 between Wiggins Pass and Bonita Beach Road
Old US 41	Old 41; large intersections where crossing is difficult due to a traffic of time given
Old US 41	on roads like Old 41 - no place to walk, few sidewalks
Old US 41	Old 41
Old US 41	Old 41
Old US 41	Rte 41 and Old 41 and Immokalee
Old US 41	Old41
Old US 41	Old Hwy 41
Old US 41	On old 41.
Old US 41	Old 41 -south end
Other	southside
Other	The shops on 41 that I would have easier access to if there were a walking/bike path on Old 41
Other	In my neighborhood
Other	Lack of routes
Other	I have to walk on side of roads
Other	I would like more paths like the ones in Corkscrew Preserve
Other	Neighborhood
Other	On my street
Other	Nearest Target for shopping
Other	Many walking routes & paths are available, one has to drive to get to them!
Other	My neighborhood as there are no sidewalks
Other	Down my street
Other	publix
Other	My street off of Everglades blvd
Other	Same as bike.
Other	No path
Other	Work, School, shopping
Other	The neighborhood that includes 22nd Ave SW and 42nd Street SW
Other	Same as biking. Dedicated spots, but not far off buried in the woods. I'm from NJ and i would like to be outdoors, especially with my kids, but there is scary wildlife here, and the greenways are secluded.
Palm River	Palm river
Palm River	Palm river
Palm Street	Palm street, Commercial Linwood, Francis
Randall	Randall Boulevard
SR 29	path between E-city and Chokoloskee
Traffic	sidewalks on 41 too close to roads
Traffic	traffic noise and no sidewalk
Traffic	high traffic areas
Traffic	most roads have sidewalks, but speed of the traffic and loud road noise makes it unpleasant. peeling
US 41	41
US 41	Route 41
US 41	Anywhere along route 41
US 41	across Rte 41
US 41	Crossing 41 always a challenge especially at davis , Bayshore and Thomasson.
US 41	A crossing 41 lights are not long enough
US 41	same areas as in biking, Pine Ridge, Immokalee Rd and 41
US 41	Along the Tamiami Trail in east Collier to view our natural environment
US 41	Intersections eg on us 41 there is just not enough time to walk across
US 41	Along US41 north or east of downtown Naples
US 41	From my house to the closest Publix -would have to cross US 41, 6 lanes +
US 41	Along Tamiami
US 41	Route 41: Park Shore

US 41	US 41 to San Marco Rd; Collier Blvd to Marco Island
US 41	not cross rte 41
VBR	Vanderbilt Beach Road Extension
Washington	Washington - Escambia N. 9th
Wilson Blvd	I live off Wilson Blvd and there is no sidewalk or bike path to get to Immokalee Rd.

Additional Roads Mentioned Without Comment

Road	Times Mentioned
Collier Blvd	1
Immokalee Rd	2
Palm River	1
Pine Ridge Rd	1
Randal Blvd	1
US 41	1
Wiggins Pass	1
Wilson Blvd	1

**Question 7 - If biking, what makes you feel unsafe ? (check all that apply)**

265 Answered YES

62 Skipped

Answer Choices	Number	Percent
Lack of bicycle facilities (i.e.: bike lane, trail, path)	214	81%
Large intersections	132	50%
Lack of lighting	57	22%
Fear of crime	19	7%
Lack of directional/destination signage	25	9%
High speed traffic	190	72%
Driver behavior	207	78%
Other (please specify)	43	16%

Reason	Other (please specify)
Bike lanes	Forget bike lanes. Need 6-8 ft wide multi use trails
Bike lanes	Bike paths too narrow and too close to traffic
Bike lanes	Bike lanes that ride within fast moving, heavy traffic like the bike lanes on US41.
Drivers	"Driver behavior" means car driver not bike driver.
Bike lanes	Bike lanes along road are treacherous. Separate bike lanes that are too narrow are dangerous too for bikes oncoming bikes to pass one another safely.
Old US 41	Old 41 is dangerous to bike and walk on.
Other	Not enough pavement for both bikes and vehicles.
Drivers	Drivers do not obey stopping first to make a run get on red
Bike lanes	It is highly impractical and dangerous to have cars passing through the bike lane for right turns. I am surprised that no one has been killed or injured yet.
Sidewalks	Sdewalks to narrow
Drivers	DRIVER BEHAVIOR!!!!
Drivers	Drivers who don't respect bicycles; what bike lanes we have are filled with debris, nails, stones, etc
Other	No crosswalks except at distant, very large, intimidating intersections.
Drivers	Turning cars
Bike lanes/Drivers	Sometime bike lanes just stop. drivers don't stop for bikes. Stop signs are ignored or cars pass them to observe oncoming traffic. hereby blocking the bike lanes
Other	Balance Issues
Other	G
Other	Do not bike
Debris	Debris
Drivers	Drivers are not watching out for bicycles
Bikers	Bikers need to Follow road signs either!
Bike lanes	I only bike on the sidewalk because it's too dangerous to ride in bike lanes. I ride 18 miles (on average) EVERY SINGLE DAY!
Sidewalks	Size of sidewalk
Bike lanes	Lack of dedicated bike routes/trails
Other	Stand alone facilities. We have hundred of miles of old roads in the Eglades. Dig up the asphalt, make paths. The water shed flows naturally...
Bike lanes	We need PATHS, not just lanes. Lanes are not safe for children.
Other	Loose dogs
Bike lanes	so called bike lanes are too narrow.
Bike lanes	The bike lanes are too narrow. I live in the estates and many of us want to bike because walking is dangerous with wildlife however the lighting is AWFUL and paths are NARROW.
Drivers	Idiot drivers that don't pay a attention to bike lanes
Other	I love how the city of Naples had the bike lane in green
Cyclists	Other cyclists
Other	Old folks not saying attention
Cyclists	if there is no bike route, bikers do not belong on our busy roads
Drivers	Urban sprawl design of community does not create room for bicyclist---even though there is opportunity; many people do not bike themselves and have no awareness of bicyclists
Debris	bike lanes are often filled with debris forcing cyclist closer to cars
Other	NARROW Bridges
Other	Curb cuts where drivers disregard pedestrians and bikes
Other	Lack of law enforcement

Bike lanes	no seperate bike paths from roads in many places-- love bike riding in Sanibel and Punta Gorda
Sidewalks	Incomplete sidewalks
Drivers	Drivers texting
Drivers	Texting, etc. Wouldn't it be wonderful if Florida become a handsfree state?

# Question 8 - If biking, how do you choose your route?

212 Answered

115 Skipped

Choice 1	Choice 2	Responses
Bike lanes	Lighting	Bike lanes
Bike lanes		Bike with bike lanes
Bike lanes		Where there are sidewalks/bike lanes and traffic lights at intersections
Bike lanes		Bike lanes
Bike lanes		First, identify roads that have bike lanes, then determine the time to adjust for traffic, and finally check weather to decide whether to stay closer to home or not.
Bike lanes		One that has access to bike lanes, and traffic lights
Bike lanes		I look for bike lanes
Bike lanes		For recreation: bike lanes; for errands: sidewalks
Bike lanes		I stay off main roads, unless there is a generous bike lane.
Bike lanes		Bike lanes
Bike lanes		Where there are bike lanes and/or shoulders
Bike lanes		Clearly marked bike lanes or ride share roads
Bike lanes		Bike lanes and/or high usage or road conditions (Lee County roads tend to give me flat tires)
Bike lanes		Prefer to use roads with bike lanes
Bike lanes		I choose places that have appropriate lanes
Bike lanes		bike lanes
Bike lanes		Roads with bike lanes
Bike lanes		If there are bike lanes
Bike lanes		Follow the bike lanes
Bike lanes		Bike lane availability
Bike lanes		If there is a bike lane and the speed and popularity of the road.
Bike lanes		Bike lane access and time of day.
Bike lanes.		Try to stay on roads with bike lanes.
Bike lanes/paths		Routes with proper home lanes and paths
Bike lanes/paths		Only where there is a bike lane or path
Bike lanes/paths		prefer shared-use paths; second choice is bike lanes; third choice is sidewalk if its a high-speed, congested road; I fear the gaps that have none-of-the-above on a high-speed congested road (e.g., Collier Blvd south of Golden Gate Pkwy).
Bike lanes/paths		Totally based on existing designated bike lanes or paths
Bike lanes/sidewalks		based on where sidewalks and bike lanes are located
Bike lanes/sidewalks		Available new lanes or sidewalks
Bike paths		bike path, less traffic
Bike paths		Bike path
Bike paths	Scenic	prefer a trail
Bike paths		I look for bike paths and low traffic areas.
Bike paths		Depending on available bike paths
Bike paths		Bike trails or sidewalks
Bike paths		Carefully. Only wide people paths. No streets, no streets!!
Bike paths		Try to bike where there's the greatest beauty and best pathways (e.g., off street)
Bike paths		Drive to a trail, park or safe place, unload bikes and ride.
Bike paths		I try to stick to bicycle paths or smaller, non-congested roads.
Bike paths		Back streets rather than main roads Use bike paths
Bike paths		Small lanes, bike facilities
Bike paths		Where the lighting is good, but that's no where. And path is wide and that is no where.
Bike paths		Where the path is wider, so this doesn't leave many choices.
Bike paths/lanes		safe bike paths/lanes
Bike paths/lanes		Bike trail, bike lane, safety
Bike paths/lanes		if road biking good in road lane if pleasure riding shared use opportunitys
Bike paths/sidewalks		I only ride my bike if there is a separate path or sidewalk. Rarely on a road around Naples.
Bike paths/sidewalks		I look for safe sidewalks or bike paths.
Bikes lanes		Depends on bike lanes and safety precautions around.
Bke paths		Safety - bike paths only
Curb cuts		The srtweets with the least curb cuts
Destination	School	to schools and back
Destination	School	School/activities in school
Destination	Crossing	Park only
Destination	Park	Park areas or places with less traffic



Distance		Like to find the greatest mileage without a lot of light.
Distance		Direct routes
Energy		By my own energy level..
		Expediency. If I need to shop, e.g. I take the sidewalk to the Farmers' Market
Expediency		
Expediency		Normally, quickest route.
Google		Google map
Google		Google Maps
Google		Google Maps, bicycle friendly routes. Also, map my ride.
In community		only bike on my street
In community		Near Home
In community		I bike on the dead end side streets where I live.
In community		Proximity to home
In community		Stay within subdivision. Bike perimeter
In community		Stay on my street.
In community		neighborhoods away from busy streets
Low traffic		Which roads have to be crossed
Low traffic		Low traffic or designated areas.
Low traffic		road traffic
Low traffic		Stay away from truck traffic
Low traffic		Bike Lanes, least amount of traffic
N/A		doing errands
N/A		N/A
N/A		only where no road bike paths
N/A		Do not bike
N/A		The only way to go.
N/A		To a good stop like a coffee shop
Only paths and sidewalks		but not ideal. Use the 6 mile good multiuse trail on the east side of Collier south of Walmart. Use Eagle Lakes Park.
Only paths and sidewalks		Those with sidewalks large enough to bike on or on a bike path not the road. Don't trust bike lanes that are not separated from the cars cuz I don't trust driverspaths
Other	In community	I stay within my community for safet
Other	In community	I stay in my community
Other	Scenic	Scenic Routes
Other	Time of day	Time of day and distination
Other	Least amt of signals	Least # of stop lights
Other	Scenic	Scenic
Other	In community	WHEN I bike, I go up ad down my two-mile road, or cross over Evergalde Blvd and do that 2-mile road also.
Other	Wind direction	Based on wind direction
Other	Wind direction	Usually by prevailing wind direction.
Other	In community	I stay close to our community, ride on roads within the community and mostly trails outside the community
Other	Whereever	ON WHERE I WANT TO GO
Other	In community	my street
Other	In community	I stay mainly in my neighborhood but it is getting boring.
Other	Random	randomly, also try new areas that are less congested
Other	In community	I stay within my gated community
Other	Google	google maps
Random		Random
Random		Just random biking.
Safety	Scenic	Safe and scenic
Safety		safety
Safety	Lighting	safety/lighting
Safety	Lighting	safety first lighted sometimes I have to use dangerous ways because it is the only way.
Safety		safety
Safety		Safety
Safety		safety and aesthetics
Safety		The safest route.
Safety		safest and of the road . tomalley narrow bike lanes on Collier County roads...Worst biking area here in the USA
Safety		Safety
Safety	Scenic	Safe and scenic.
Safety		safety
Safety		The safest routes - even if it means doubling my bike times
Safety	Scenic	Safe, relaxing and enjoyable continuous routes. I'm going out for exercise and

Safety		enjoyment and end up getting extremely stressed and then don't enjoy it.
Safety		Safety and ability to avoid large intersections that are dangerous. Drivers are unaware.
Safety		Where I can go safely
Safety		I choose the Safest route. That's usually not the shortest.
Safety		easiest and safest
Safety		the route I feel is safest.
Safety	Scenic	safety and nature scenic fresh air
Safety		Based on safety
Safety		Safest, most direct
Safety		Safety
Safety		"Safest" "Best opportunity to cross"
Safety		Safety
Safety		Safest
Safety		Safety
Safety		Pick the route depending on safety. Mostly bike around Ave Maria.
Safety		By choosing routes that have safe facilities - walks or bike lanes
Safety		Safest and then fastest for errands. Longeatbsafe stretch for excercise
Safety		motorized traffic density, safe and clean/clear shoulders, "off" times so that
Safety		rush/work traffic is low and slow/lost tourists aren't out pissing locals off yet
Safety		Safety re: traffic
Safety		Safest possible route
Safety		Wherever I feel safest
Safety		Mostly ride with group or friends that have routes. Also where I feel it is safe from
		motorists.
Safety		Look for destination then try to locate safe route
Scenic		Scenery
Sidewalks		Based on sidewalks available
Sidewalks		sidewalk
Sidewalks	Lighting	sidewalks, lights, crossings
Sidewalks	Crossing	
		Routes with side walks and intersections with cross walks and lights for crossing
Sidewalks		Where there is sidewalks
Sidewalks		Basically where sidewalks are provided.
Sidewalks		If there is a route where sidewalks can be used.
Sidewalks		Wherever there are sidewalks to ride on.
Sidewalks		I will not bike on road with vehicles. I stay on the sidewalk. I would prefer a
		separate bike path.
Sidewalks		Where there is sidewalk or off-road path
Sidewalks		
		I bike on the sidewalk on Livingston that has the least amount of intersections.
Sidewalks		Sidewalk so I can stay out of roadbecause no bike lanes
Sidewalks		sidewalks, don't have to cross major roads
Sidewalks	In community	i stay in my community or stay on sidewalk outside of community
Sidewalks		On side walk
Sidewalks		Wide sidewalks. ie: Livingston Rd., Vanderbilt Beach Rd.
Sidewalks		My route varies depending on the weather, width of sidewalk, and time of day.
Sidewalks		Mainly on sidewalks
Sidewalks		Safe and less sidewalk
Sidewalks		Routes with the most sidewalk access
Sidewalks		where there are sidewalks
Sidewalks		Where I can stay on sidewalks and off of roads.
Traffic	Park	less traveled
Traffic		small streets
Traffic		Slower traffic or minimal traffic...better yet both.
Traffic		Least traffic. For example, I will go behind retail centers rather than follow the
		shorter route along US41 between Sterling Oaks and SweetBay
Traffic		Distance and lack of traffic
Traffic		Through rural areas, away from traffic.
Traffic		Go out at 7 AM - minimal traffic
Traffic		Side streets
Traffic		back roads
Traffic		Back roads to avoid cars
Traffic		Do keep off major roads
Traffic		Quietest route
Traffic		less vehicle traffic
Traffic		Low traffic
Traffic		Least amount of traffic

Traffic	Away from vehicular traffic
Traffic	Back roads and early in am but when I bike w my son I use the sidewalks
Traffic	Traffic patterns. Seasonal riding.
Traffic	Try to bike off peak hours with fewer cars on the roads, but while it's still daylight...not easy to do in the winter.
Traffic	Try to go with a lesser traffic route.
Traffic	to bike then because there are fewer cars. Sidewalks can be crowded with walkers and streets with cars.
Traffic	Low traffic routes, good surface and visibility
Traffic	where there is less traffic, there are PLENTY of street with little traffic s
Traffic	Try to choose quieter streets even if makes ride longer.
Traffic	I pack up my bike and drive to Old Naples
Traffic	Best traffic
Traffic	Take back roads, where there is slower traffic and not as much traffic
Traffic	Least amount of traffic
Traffic	Depends on day of week, time of day, however, car traffic is the main factor in choosing a route (to avoid car traffic)
Traffic	as much as possible around heavy/increased traffic
Traffic	Less traffic
Traffic	Accessible with limited traffic
Traffic	Traffic
Traffic	I try to select less trafficked streets or those w bike lanes.
Traffic	
Traffic	Traffic and safe biking ability. Also low traffic days; Saturday and sundays are great.
Traffic	less vehicle traffic
Traffic	Stay off major roads
Traffic	I usually either ride in developments where the traffic load is low, or on sponsored group rides.
Traffic	I ride early am with a group on light traffic streets
Traffic	LEAST AMOUNT OF TRAFFIC, BIKE LANES
Traffic	Bike lanes and slower traffic
Traffic	Limited traffic or bike lane
Traffic	Least traffic when possible
Traffic	The least traffic
Traffic	Quiet areas
Traffic	Least amount of traffic. Clearly marked bike lanes. No major intersections.
Traffic	The roads with the least traffic
Traffic	Least traffic
Traffic	I try to bike in low traffic areas.
Traffic	Where there is less traffic and marked bike lanes
Traffic	To be as far away from heavy traffic as possible.
Traffic	try for low volume, low speed road first, then nearest available road with bike lane or paved shoulder. This task can be difficult in Collier County.

**Question 9 - If walking, what makes you feel unsafe? (Check all that apply)**

233 Answered

94 Skipped

Lack of Signage	16
Other	29
Fear of Crime	29
Lack of Lighting	69
Large Intersections	93
High Speed Traffic	128
Driver Behavior	139
Lack of Facilities	149

Other (please specify)

Drivers do not observe the speed limits in residential communities

car turns

I don't walk on main streets because of all of the above

More walking through nature

Walkways, paths adjacent to streets, makes it unpleasant, a buffer for busy roads would be preferred.

not infrequently encountering people acting unusually--including yelling at people unprovoked

Big dogs running free

Uneven pavement

Feels safe walking anywhere but more light could be nice in evening

I avoid roads without sidewalks! Plenty of walking routes, need more publicity

Don't walk

Drivers not yielding when pedestrians have the designation to cross

Too close to speeding cars

residential road not wide enough for cars to pass each other even without walker

Feel good bike lanes (e.g. too narrow, no buffers on high speed roads.

Dogs

Wildlife

Loose Dogs

Lighting is poor in golden gate estates and so many people live out there, it must be time to turn that part of Naples into a real community with the lighting situation.

Lack of neighborhood sidewalks

Jaywalking

Education on pedestrian right of way!

vehicle right on red turns at traffic lights. drivers look for cars not bikes or pedestrians.

horribles county maintenance of subpar asphalt sidewalks

None

None

Bikes on sidewalk

damage to path - washed out, still covered in storm debris, almost impossible to cross the bridge at this point in its re-construction

Unleashed dogs in the street

**Question 10. What bike support would you like to see more of in Collier County? (i.e.: signage, bike lanes, bike paths, intersection priority, bicyclist and driver education, enforcement)**

233 Answered

94 Skipped

**Choice 1,2,3**

**Responses**

Bike paths	Designated bike paths, drivers ed
Bike paths	6-8 ft wide multi use trails that connect with each other. Extend the trail on the south side of 41 east of Collier beyond the current 3.5 miles.
Bike lanes	Signage that reminds motorists to be aware that bicyclists are in the area. More bike lanes. Driver education - short 30 second public ads on TV, radio, print that teaches drivers how to safely interact with bicyclists.
Bike lanes/paths	Bike paths, separated lanes & education
Bike lanes	More bike lanes
Bike lanes	Bike lanes
Bike paths	bike paths
Bike paths	bike paths, more enforcement of drivers jumping red lights, speeding, not stopping
Bike paths	bike paths
All Choices	all of the above
All Choices	all
Bike paths	Bike paths
All Choices	all
All Choices	all
All Choices	all
All Choices	all
Bike paths	bike paths
Bike paths	Bike paths, intersection priority
Bike paths	Bike paths and wider sidewalks
Bike lanes	More bike lanes.
Bike paths	Bike paths as opposed to bike lanes where possible. Far too many distracted drivers swerving into bikes lanes due to cell phone usage and texting.
Bike lanes	More bike lanes and driver education/enforcement to better protect cyclists.
Bike paths	Bike paths.
Bike path	bike path, bike and driver edu
Bike paths	Bike pathsAbility to cross intersections without competing with turning traffic
Bike paths	bike paths, enforcement
All Choices	All of the above
Enforcement	Enforcement of current laws l.e. obeying speed limits, stopping at red lights, obeying crosswalk signals, stopping before right turn on red.
All Choices	All of the above.
Bike lanes/paths	In this order: Bike paths, bike lanes, bike parking, free bike loans like San Diego
Sidewalks	Side Walks and Bike lanes NOT IN TRAFFIC flow
Bike paths	Bike paths
Bike lanes	Lanes
Bike lanes/paths	Bike lanes, bike paths, definitely law enforcement for speeders
Greenways	Bike paths AWAY from the cars, especially more greenways.
Bike lanes/paths	Signage, lanes, paths, enforcement
Bike lanes/paths	Bike lanes bike path
Bike lanes	Bike lanes
Bike lanes	Wide bike lanes everywhere.
Bike paths	Bike Path on Old 41.
Bike paths	bike paths
Bike lanes	bike lanes
Bike lanes/paths	Bike lanes,bike paths,driver educat
Bike lanes/paths	Bike paths and lanes. Bike parking.
Bike paths	Bike paths separate from the road
SUP	Separate bike/walking path on old 41 between 41 and Bonita Beach Road.
Bike paths	bike paths
Bike paths	I would like to see more bike paths.
Bike paths	More bike paths and sidewalks.
Bike paths	More paths (not bike lanes)

Signage	The biggest issue is the drivers. I won't use the bike lane not the road for fear of being hit; the sidewalk is somewhat safer.
Bike paths	Protected bike lanes, separated from traffic
Bike paths	Bike paths, intersection priority, driver ed, driver enforcement
Bike paths	When new roads are built, there should be separate biking lanes to the side of the road so cars cannot hit the cyclists. It would be nice to widen sidewalks on existing roads to accommodate bikers and walkers.
Bike lanes	More bike lanes, especially in Naples Park. Also the crossing path at Mercato over 41 makes no sense. You have to cross over traffic twice (41 and then the entrance to 41) so you put yourself in danger twice
Bike lanes	Bike lanes, intersection priority, driver education & enforcement
Bike paths	bike paths
Bike lanes/paths	Bike lanes and bike paths
Bike paths	bike paths are much safer than bike lanes. Drivers are too dangerous to be on the roads with them.
Bike paths	bike paths
Enforcement	enforcement
Bike lanes/paths	Bike lanes and bike paths; Bicyclists and driver education
Enforcement	driver enforcement
Education	education
Bike lanes/paths	Bike paths and lanes
Bike paths	BIKE LANES EVERYWHERE - ideally separated physically from car traffic. And that they be clean; laws enforced of drivers who fail to yield to bikes where required (intersections)
Bike paths	areas for biking that are not on the road
All Choices	signals. Could reduced vehicle traffic and be consistent with Blue Zone lifestyle. More places to secure bikes. Consider bike share program for property owners
Bike paths	bike paths
Bike paths	bike paths...
Bike lanes/paths	Safe bike lanes/paths/crossing between destination areas, e.g., parks, and much more clearly marked bike lanes and signage. Without enforcement, why both with everything else?
Bike paths	Bike Paths, Driver Education
Bike paths	Bike paths
Bike lanes/paths	Bike lanes, bike paths
Bike lanes/paths	Intersection and car turning safety and well-marked lanes that separate bike lanes from traffic lanes -- good example is Palm Drive, from 41 up to Glades Blvd.
Bike lanes/paths	Intersection priority and more bike paths
Bike lanes/paths	Bike lanes, bike paths, signage
Bike paths	Bike paths
Enforcement	Driver education, enforcement is important but making neighborhood roads safer by bringing the speed limit down will work better.
Bike paths	Bike paths
Bike paths	bike paths!
Bike lanes/paths	BIKE LANES AND PATHS
Bike paths	Bike paths
All Choices	all above
Bike lanes/paths	Bike lanes & paths!
Bike lanes	Bike lanes
Bike paths	Bike paths through parks and preserves, not necessarily on busy streets.
Bike paths	d/b education, bike paths, separation btw bike lanes and roadways
Bike lanes/paths	Separated bike paths, and more bike lanes; intersection priority; law enforcement. Bike paths that can be used for transit, not just recreation.
Intersection	I think a cross overs @ Gordon to Veterans would be great. Coming fr NM we didn't have to deal with traffic. Intersection priority, have had issues with R turns and cars not checking.
Bike lanes/paths	bike lanes & paths, education
Bike lanes/paths	I would like to see more north-south bike lanes or bike paths
Bike lanes/paths	more trails, signage, bike lanes
Bike lanes/paths	more bike lanes/paths
Bike paths	bike paths
Bike lanes/paths	Bike paths, bike lanes,
Bike paths	Biking on roads with cars is too dangerous. Perhaps a bike area within a secure area such as near large park the beach.
Bike lanes	More bike lanes.
Bike paths	Bike paths

Bike lanes/paths	Safe bike lanes just like the sidewalks provide safety for pedestrians and lots more biking paths in and around beautiful Naples!
Bike paths	bike paths, intersection priority, bicyclist and driver education, enforcement)
N/A	NA
Bike lanes/paths	More designated bike lanes and pathways, and better connections between existing pathways
Bike paths	Bike paths
Bike paths	meeting about a new round about---they were talking about bikers claiming the lane--who has told the motorists???
Bike paths	bike paths
Bike paths	Off street bike paths
Bike paths	Dedicated bike paths. Intersection priority
All Choices	Yes
Bike paths	Separate places to bike away from roads
Bike lanes/paths	wider bike lanes, bike paths in recreational parks, more driver education
Bike paths	I would love more bike trails where there are no cars
All Choices	All of them sound good.
Bike lanes	Bike lanes
Bike paths	Bike paths
Bike paths	Bike paths, education, engorecemebt
Bike paths	Bike paths
All Choices	all of the above... signage, bike lanes, bike paths, intersection priority, bicyclist and driver education, enforcement. Additionally, open gated communities to bike/pedestrian activity
Bike lanes	Bike lanes, shoulders, signage
Bike lanes	As roads are resurfaced, more effort should be made to bring them up to current standards for bicycling. i.e. buffered bike lanes and green highlighting
All Choices	All of the above!!
Bike lanes/paths	Bike paths most especially, and bike lanes too. Build on the already good opportunities for safe travel by bike throughout the county.
Bike lanes/paths	Signage, bike lanes, bike paths, enforcement
Bike lanes	bike lanes and driver education/enforcement
Bike paths	Bike/ped paths
Bike lanes	Bicycle lanes and driver/bicyclist education. No one should ride a bicycle on the sidewalk. Riding on the sidewalk is much more dangerous than riding on the road (unless the bicyclist has poor balance, i.e., a child).
Bike paths	Bike paths
Bike lanes	More bike lanes, better driver and bicycle education, more connectivity.
Education	streets. Many pedestrians try to block bicyclist on sidewalks because they do not know that we are allowed on sidewalks as long as we follow pedestrian rules. However the pedestrians MUST ALSO FOLLOW THE RULES.
Bike lanes/paths	Signage, bike lanes, bike paths in rural areas and along the Tamiami Trail
Bike paths	Intersection priority and bike paths
Bike lanes/paths	Bike paths would be terrific. Greenway is too narrow for bikes and pedestrians. I only walk there. Bike lanes are good but NOT when lane is shared with cars i e Crayton and Pelican Bay Blvd.
Bike paths	Separate bike paths; education & enforcement
Bike lanes/paths	Enforce speed limits! Bike lanes and paths would be nice, but I should be able to ride on the road and not feel that I;m risking my life. There are way too many speeders!
All Choices	all of the above
Enforcement	enforcement
Bike paths	More dedicated walking/bike paths. No more gated communities. Restricts quieter roads to walk and ride bikes on.
Bike paths	Bike paths
Bike paths	Bike paths/greenways
Bike lanes/paths	Bike lanes, bike paths.
All Choices	All of the above.
Bike paths	Bike lane on canals that could double bike lanes for walking.
Bike lanes/paths	Bike paths, better crossing of major roads, bike lanes.
Bike paths	Bike lanes (secure)
Bike lanes/paths	Bike paths, driver education and enforcement, bike lanes.
Bike lanes/paths	Bike paths, bike lanes, bike & drive education needed bike lanes in Immokalee & East Naples.
Bike lanes/paths	bike paths and lanes
Bike paths	Bike paths, wider sideways
All Choices	all

Wider sidewalks	It would be helpful in the future if the walk ways and bike payhhpwere more spacious
Bike paths	Bike paths away from hwy 41 and just better enforcement.
Bike lanes/paths	Lanes and paths
Bike paths	Dedicated bike paths where one can bike without worrying about vehicle traffic.
Greenways	There is a power line with easement following Livingston that would be perfect for a linear park
Bike paths	mirrors...How about 5 feet on side road and 8 feet on major roads...with bumps separating cars and bikes. Visit Boulder County, Colorado to see how bikers are able to use the roads...
All Choices	All of the above, i.e., signage, lanes/paths, education/enforcement and intersection priority
Bike lanes	bike lanes, enforcement on speed
All Choices	all of the above
Bike lanes/paths	Bike lanes and or side walks. Trails and paths.
Bike paths	Bike Paths
Bike paths	bike baths, intersection priority and enforcement.
Bike paths	Bike paths in the estates and bikers following the rules of the road. If they are treated as a car they should stop at red lights, intersections, etc and pay taxes on their vehicle
All Choices	All of it.
Bike paths	Paths up Everglades, Randall, 18th, Golden Gate BLVD, Desoto.
Enforcement	enforcement
Bike lanes	signage, bike lanes, enforcement
Bike lanes/paths	signage, bike lanes, bike paths,
Bike paths	Safe bike path away from traffic.
Bike lanes/paths	bike lanes/paths in the North Estates
Bike paths	paths or improved sidewalks
Bike paths	Bike paths that are wide for two bikes and not part of the street. Check out Overland Park Kansas, they have a great bike path friendly community.
Bike paths	PATHS off of the street designated for bikes. Take a look at Overland Kansas. Great bike path city.
Bike lanes	bike lanes
Bike paths	Bike lanes separated from roads
All Choices	especially at intersections, where they turn in to 10-12 lanes with turning lanes. Build more smaller, interconnected roads and make communities connect instead of every community isolated and dumping out onto
All Choices	All that was stated above
Bike lanes/paths	Bike lanes and paths
Bike lanes/paths	Green bike lanes, more bike paths, maybe the bike lane could be on other side of sidewalk
Enforcement	Enforcement
Bike lanes	Intersection priority, bike lanes wherever, more signage
Bike lanes/paths	Additional Bike lanes, bike paths
Bike lanes	bike lanes
Bike lanes	bike lanes, enforcement
N/A	None. End this effort.
Bike lanes/paths	Lanes and paths
Bike paths	More 3 feet to pass signage and education. More bike paths connecting parks and beaches.
Bike lanes/paths	bike lanes, bike paths, driver education.
Bike lanes	bike lanes; signage; enforcement of vehicular and bicycle laws
Bike lanes/paths	Build bike paths and lanes
N/A	None
Bike paths	make a bike land that is like the pedestrian sidewalks. since everyone uses the sidewalks anyway.
Bike paths	More paths and trails
Other	Designated biking areas (parts of town?) where needed
Bike paths	More dedicated bike trails. Also parking to access trails for transportation vehicles.
Bike paths	Paths and enforcement
Bike paths	separate safe bike routes
Bike lanes/paths	signage, bike lanes, bike paths, enforcement
Bike paths	Bike paths; multi-use paths; buffers; driver education
Bike paths	Bike paths. Not sure if you can do anything about the drivers. Education and enforcement don't seem to work.
Bike paths	bike paths
Bike lanes	Clean bike lanes on some sort of schedule, even annually. Collier Road has a bike lane that stops in the Golden Gate area, why? No sidewalk either.
Bike paths	Dedicated Bike Paths
All Choices	All
Bike lanes/paths	signage, bike lanes, bike paths would be my highest priority.



Bike lanes/paths	Bike lanes and separated paths (that people won't block by parking on to go fish a ditch or sight-see), driver education, enforcement, and actual consequences for harming or harassing vulnerable users.
All Choices	All the above
Bike lanes	BIKE LANES ENFORCEMENT
Bike paths	Bike paths similar to rails to trails program. No cars at all.
Bike lanes	Bike lanes, signage, enforcement of bicycle rules, some riders make it dangerous for those of us who are careful and follow the rules.
Bike lanes	More bike lanes
Education	bicyclist and driver education
Bike lanes	More bike lanes and connected routes throughout the county
All Choices	all of the above mentioned emphasis on enforcement
Bike paths	Bike Paths - driver enforcement
Other	
	More frequent paint marking of the bike lanes in a new color that would get noticed like yellow, blue, orange
Bike paths	Bike path
Enforcement	Enforcement of Bike laws, Lights at night, going with the flow of traffic, cutting out in front of cars.
Bike lanes/paths	Bike lanes and bike paths
Bike lanes/paths	Bike lanes & paths
Other	Wider road, at least!
Bike paths	Bike paths
Bike paths	Bike paths
Bike lanes	Sidewalks and bike lanes.
Bike paths	Bike paths off roadways
Bike paths	Bike paths
Bike lanes/paths	Signage, bike lanes and paths, intersection priority, bicyclist and driver education, enforcement
Bike paths	left of cars making a right hand turn are scary for both bikers and cars! Need more off street paths.. ie transform unused railroad ways to bike paths. Publicize more where bike paths are.
Bike lanes/paths	Bike lanes/paths, clearer intersection rules/signs, education
Bike paths	Bike paths and trails. I'm not biking on the road regardless of any fixes, but both the drivers and bikers need more education bc they are a hazard.
Bike paths	More bike paths
Intersection	Crosswalk buttons closer to sidewalk. Currently not wheelchair friendly
Wider sidewalks	Larger sidewalks to accommodate bikers and pedestrians. Also, bike paths would be nice.
Bike lanes	Driver Education, more bike lanes, better enforcement.
Bike paths	Bike paths
Education	Bicyclist and driver education
Bike lanes	Bike lanes
Enforcement	Speed limit enforcement!!!
Bike lanes/paths	2. Bike lanes 3. Enforcement for drivers swerving into bike lanes, texting and speeding
Bike paths	Bike paths driver education
Bike lanes/paths	Wider bike lanes & more bike paths
Other	Traffic calming measures, primarily on the East / West, and North / South, arteries to the east of 41. Note, there is also not a connected South to North route from old Naples to Pine Ridge Rd to the East of 41.
Bike lanes	Bike lanes
Bike lanes/paths	Bike Paths, buffered bike lanes intersection priority.
Bike lanes	Bike lanes, signage (sharrows), education & enforcement.
Bike lanes/paths	protected bike lanes, bike lanes, multi-use paths
Education	

**Q11 What walking support would you like to see more of in Collier County? (i.e.: wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks, walker and driver education, enforcement)**

201 Answered

126 Skipped

Support	Responses
Other	I a comfortable walking in almost all areas of Naples. I have seen some roads that have no buffer at all between pedestrians and cars.
Sidewalks	Better connected sidewalks and sidewalks were none exist like old 41
Sidewalks	New sidewalks where there aren't any.
Sidewalks	Connected sidewalks
Sidewalks	add sidewalks or walking path on Old 41
Sidewalks	sidewalks where none currently
Sidewalks	all of the above
Sidewalks	New sidewalks where there are none.
Everything	all
Everything	all
Everything	all
Everything	all
Sidewalks	all areas
Lighting	lighting
Sidewalks	Sidewalks where none exist
Sidewalks	New side walks where there are none
Sidewalks	Wider sidewalks, new sidewalks, more time to cross at intersections
Sidewalks	Wider sidewalks and repair those cracked and uneven.
Sidewalks	Sidewalks.
Sidewalks	sidewalk gaps filled, new sidewalks where there are no existing ones
Sidewalks	Sidewalks and increased crossing time
Sidewalks	sidewalks where there are none; more time on lights; enforcement
Sidewalks	new sidewalks
Everything	All of the above, most important, more time to cross at intersections
Everything	All the above
Everything	All of the above
Sidewalks	New sidewalks
Sidewalks	New & better connected
Traffic	Slower traffic on 41 or if that won't happen (it won't), more back roads, slower roads. Too few choices of roads in the country.
Sidewalks	Sidewalk gaps filled, enforcement
Sidewalks	Sidewalks
Everything	all of the suggested
Everything	all of the above
Sidewalks	New sidewalks
Sidewalks	More sidewalks, make sure the walk signals function at intersections.
Enforcement	Enforcement of speed limits in residential areas to keep walkers and bikers safe.
Sidewalks	wider sidewalks or sidewalks set further back from the traffic.
Sidewalks	More sidewalks.
Enforcement	Traffic enforcement
Everything	All of the above.
Sidewalks	Wider sidewalks would be amazing! Or sidewalks with bike paths adjacent to them
Sidewalks	new sidewalks, sidewalk gaps filled, better connected sidewalks
Sidewalks	Wider and better connected sidewalks, landscaping around sidewalks
Sidewalks	wider side walks to accommodate walkers, bikes and runners.
Sidewalks	wider sidewalks.....11 to 91st too congested for safe travel of bikes and pedestrians.
Sidewalks	connections; fill in the gaps
Sidewalks	New sidewalks
Sidewalks	Better connection and more stop for pedestrian signage. Can't believe how many drivers don't see people

	walking.
Sidewalks	side walk gaps filled
Sidewalks	new sidewalks - widening of Everglades Blvd with sidewalks
Sidewalks	randall boulevard have no safe sidewalk to utilize, making it a necessity to drive the approximately 1 mile walk.
Sidewalks	Sidewalks
Sidewalks	new sidewalks where there are none, more time to cross at intersections
Sidewalks	WIDER SIDEWALKS and warning signs for cars in turn lanes and frequently used entrances/exits, such as River Point Dr.
Signage	Signage, more about pedestrian right of way in crosswalk and with right turn on red
Traffic	Again in neighborhoods BRING the speed limit down. Educate drivers it's in their own interest to have a safe and walkable neighborhood.
Sidewalks	Better connected sidewalks
Sidewalks	SIDEWALKS AND DRIVER EDUCATION ENFORCEMENT
Sidewalks	quieter places to walk and more sidewalks
Everything	all above
Sidewalks	New sidewalks where none exist
Education	walker and driver education, waling/hiking clubs sponsored by county recreation group
Sidewalks	sidewalks were none exist ( old 41) or there where there are gaps,
Sidewalks	
	More sidewalks (but there are a good # already fortunately). Better traffic control at smaller intersections.
Cross Time	more time at intersections
Other	Walking is a little easier than biking in some areas
Enforcement	Driver's have no respect for crosswalks or intersections. They almost run over you. The police could make a lot of money with fines sitting and catching these crazy drivers
Sidewalks	Sidewalks
Sidewalks	wider sidewalks, sidewalk repair, more time to cross at intersections
Sidewalks	more sidewalks and walking paths
Sidewalks	sidewalk gaps filled & new sidewalks
Sidewalks	Wider sidewalks and new sidewalks where there are no existing ones
Sidewalks	better and more sidewalks
Cross Time	More time to cross at intersections and more crosswalks with signage.
Sidewalks	Sidewalks or paths away from cars. Just as with bikes-have walking paths within existing parks or nature preserves.
Sidewalks	sidewalk access into shopping centers. The roads have sidewalks. The shopping centers have sidewalks. There is no connection, except for cars.
Sidewalks	Just sidewalks
Education	Education
Other	walking paths through nature
Other	narrower roads, better intersections, less development and less traffic as a result
Sidewalks	New sidewalks where there are no existing ones, more time to cross at intersections
Everything	All of the above!
Sidewalks	continuous sidewalks that do not just end
Cross Time	More time to cross at intersections
Other	No
Other	More parks with walking trails
Sidewalks	Wider and better connected sidewalks, better signage, driver education
Sidewalks	Better connected sidewalks and better lighting
Sidewalks	Wider sidewalks. And new sidewalks
Cross Time	More time to cross and more places to cross
Other	Walking is fine!
Sidewalks	Better connected sidewalks, and parallel bike paths
Other	More macadam or dirt trails. Concrete is hard on the body. I don't like walking on it.
Sidewalks	
	new sidewalks where none exist. Would like local agencies (county, cities) to have more backbone when it comes time to implement sidewalk projects. Seems too easy for residents to oppose and projects to get cancelled (reference Gordon Drive sidewalk \$500,000 - cancelled due to a select few property owners).
Sidewalks	More sidewalks that are wider and buffered from traffic. More trails
Sidewalks	Wider sidewalks and new sidewalks where there aren't any, especially in areas where there's high

	bike/walking traffic.
Sidewalks	Sidewalks, driver education/enforcement
Sidewalks	More sidewalks and better connected sidewalks
Sidewalks	more connectivity and lanes to share with bikers
Sidewalks	Sidewalks
Cross Time	More time to cross, better connected sidewalks
Everything	more conducive to safe walking would be preferable. Walking in Naples Park feels safe but crossing 41 to Mercado or Trader Joe's is scary.
Sidewalks	more time to cross at intersections that are 6-8 lanes
	more shade trees planted in right of way--not trees in the medians
Other	Something between sidewalks and the street, like trees or bushes.
Everything	all of the above
Education	educate walkers to walk facing traffic and not side by side when cars present
Sidewalks	New sidewalks where none exist. Developers should be responsible for this.
Sidewalks	Better connected sidewalks.
Other	Don't allow landscape trucks to park on sidewalks.
Sidewalks	Sidewalks, sidewalks, sidewalks! Lighting.
Everything	All the above - especially in neighborhoods where a large percentage of population walks and bicycles out of necessity.
Canals	Canals should be used/moved as both bike and walk ways.
Buffer from traffic	Buffers for traffic, safer crossings at intersections.
Buffer from traffic	More distance from traffic (buffer)
Education	Driver education and enforcement. Drivers in many cases, do not pay attention to the pedestrian crossing lights.
Sidewalks	Connected sidewalks, green ways, better signalization in intersections, lighting for sidewalks.
Sidewalks	
	Better sidewalks, more sidewalks. Pedestrian paths over large intersections, better connected sidewalks
Sidewalks	Gulf Shore Drive could use consistent width sidewalks. I would not like to see a reduction in street lanes to accomplish this. One of the benefits of Naples is their excellent roads.
Everything	All of the above. I would also like to see signs reminding the community not to litter and also that dog waste must be picked up. Provision of dog stations for waste on heavily walked areas like Vanderbilt Blvd would be very nice and improve quality of walks.
Sidewalks	Sidewalks where there are no existing ones.
Sidewalks	More time to cross larger intersections, walking paths so don't have to walk in roads
Sidewalks	Better connecting sidewalks or over/ under passes on major areas like near 5th ave
Sidewalks	Sidewalks, dedicated walking/bike paths close to my neighborhood (Golden Gate City)
Other	There are more than enough great places to walk in Collier County - I don't see a need for any type of expansion.
Sidewalks	better connected sidewalks new sidewalks where there are no existing ones
Sidewalks	Sometimes there are sidewalks on one side of the road then you have to cross to continue to walk in the same direction on a sidewalk
Sidewalks	Raised...RAISED sidewalks...not a 3' pad next to a highway...
Sidewalks	sidewalk maintenance and completed construction
Sidewalks	Sidewalks and lights.
Sidewalks	Sidewalks and more enforcement on speeding
Everything	all of the above
Sidewalks	Side walks.
Sidewalks	Sidewalks, better lighting
	new sidewalks where there are no existing ones, more time to cross intersections, better connected
Sidewalks	sidewalks and enforcement.
Sidewalks	
Sidewalks	Sidewalks
Paths	Paths. Paved paths.
Sidewalks	new sidewalks where none exist
Sidewalks	new sidewalks where there are no existing ones
Sidewalks	Better sidewalks in Immokalee
Everything	All of the above
Sidewalks	improved sidewalks

Sidewalks	There should be sidewalks everywhere, no excuses.
Sidewalks	New sidewalks where there are no existing ones
Sidewalks	New sidewalks and lights
Sidewalks	Lighting and sidewalks are critical for our neighborhood in Webber woods. There are many people on the road walking while rush-hour traffic. Also, many families walk big dogs after sunset and without streetlights it is unsafe to run or walk at night.
Everything	All of the above, plus think about pedestrians separately from roads - human beings don't have the same requirements as cars!
Everything	All
Sidewalks	Wider sidewalks
Enforcement	Enforcement
Cross Time	More time to cross intersections, driver education
Sidewalks	Wider sidewalks
Signage	Pedestrian crosswalks need the sign in the middle of the road. If a car stops for the Neopolitan Publix crosswalk then a car leaving Publix thinks they are letting them go and they almost hit the pedestrian
Other	None. End this effort.
Signage	Pedestrian right of way signage and education.
Sidewalks	wider sidewalks, driver education, less right turn on red by vehicles.
Sidewalks	new 6 foot concrete sidewalks that ADA compliant
Sidewalks	Build better lighting, walking paths, sidewalks, etc.
Other	None
Paths	Way more paths and trails Especially for kids
Sidewalks	Should have sidewalk on one side or other everywhere especially on bus routes
Other	Do not overdo it with sidewalks. Every street does not need a sidewalk. Smaller streets in residential areas do not need sidewalks. Just slow traffic in these areas.
Sidewalks	Bike paths and wider sidewalks
Sidewalks	wider sidewalks, sidewalk gaps filled, new sidewalks where there are no existing ones, more time to cross at intersections, better connected sidewalks
Buffer from traffic	buffers between sidewalks and large roads
Sidewalks	More sidewalks mostly. Maybe more police presence.
Sidewalks	sidewalks where there aren't any (in Estates)
Sidewalks	new sidewalks where there are no existing sidewalks
Everything	All
Sidewalks	wider sidewalks, better connected sidewalks
Sidewalks	Connected sidewalks, more sidewalks
Sidewalks	better connected sidewalks, safe crossing
Sidewalks	better connected sidewalks
Education	driver education enforcement
Sidewalks	Sidewalk gaps filled
Sidewalks	Sidewalk gaps filled, sidewalks set away from streets edges
Sidewalks	Sidewalks
Sidewalks	Sidewalks down Davis
Sidewalks	Sidewalks
Sidewalks	Wider sidewalks and sidewalks where there are none yet
Sidewalks	New sidewalks, better connected sidewalks
Sidewalks	New sidewalks where None Exists in Twin Lakes neighborhood between US41 and Goodlette just south of Pine Ridge. Please help us here.
Sidewalks	Sidewalks where there are none
Sidewalks	Sidewalks where there are currently none.
Sidewalks	Sidewalks, enforcement of the law (many residents in Naples Manor park their cars where they shouldn't and block the sidewalks. Also, most people have their dogs unleashed, running around in the neighborhood. This is dangerous and unlawful but there are no consequences because the law is not enforced.
Sidewalks	repaired sidewalks, or where needed, a few benches to sit ,barriers to street traffic whether a rail or bushes, trees for shade if possible. Overhead walkways to cross 41???
Sidewalks	More sidewalks
Paths	Paths
Sidewalks	Sidewalk gaps filled, crosswalk buttons closer to sidewalk So wheelchair riders can reach buttons.
Sidewalks	Wider sidewalks to accommodate bikers and pedestrians.
Lighting	More lights

Sidewalks	Sidewalks.
Lighting	More lighting in areas where there is not any
Sidewalks	Sidewalks
Sidewalks	Better lighting, sidewalks
Sidewalks	Wider, smoother sidewalks (many need repair!)
Signage	
	The sidewalks are fine, The crossings are treacherous. Crosswalks need signage that cars must stop.
Sidewalks	New sidewalks where there are none.
Sidewalks	Wider sidewalks, without "gaps" - wayfinding signs - separation from high speed traffic
Sidewalks	Sidewalks where there are none. Wider sidewalks.
Connectivity	greater street connectivity, lower speed street designs, trees, other pro-people designs

Responses Without Comments	Number
ADA	1
Buffer from traffic	3
Connected	26
Cross Time	10
Education	5
Enforcement	10
Gaps	41
Greenways	1
Immokalee	1
Lighting	9
New	7
Over/Underpasses	1
Paths	1
Safety	1
Signage	5
Wider	26

**Q12 - Optional - What is your zip code?**

268 Answered

59 Skipped

Zip Code	Number	Percent
08807	1	0%
14905	1	0%
31420	1	0%
33912	1	0%
33928	1	0%
34100	1	0%
34102	1	0%
34102	8	3%
34103	1	0%
34103	10	4%
34104	10	4%
34105	10	4%
34106	1	0%
34108	24	9%
34109	1	0%
34109	19	7%
34110	54	20%
34110	2	1%
34112	1	0%
34112	18	7%
34113	12	4%
34114	11	4%
34116	7	3%
34117	1	0%
34117	6	2%
34119	17	6%
34120	25	9%
34134	2	1%
34134	4	1%
34135	1	0%
34139	4	1%
34142	8	3%
34145	4	1%

268

**Q13 - Optional - What is your age?**

277 Answered

50 Skipped

Age	Number	Percent
Under 18	2	1%
19-35	15	5%
36-50	62	22%
51-65	110	40%
66-75	72	26%
75 or older	16	6%
	277	

# Appendix 8 - Advisory Committee and Collier County Transportation Planning Comments

**From:** [ScottTrinity](#)  
**To:** [McLaughlinAnne](#)  
**Subject:** EJ Areas  
**Date:** Tuesday, January 24, 2017 4:28:25 PM

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Anne,

I am looking at the map that was handed out at the PAC meeting, identifying EJ areas. At first glance, I have some heartburn about some of the locations. I would encourage you to look at the data again and ensure that you are capturing the areas that are truly EJ areas, maybe even identifying the demographic criteria that is triggered for each area. An example is Lely Resort, if that is being picked up solely based on the age of the residents, I would think that if only one criteria is enough to be classified as EJ that many other areas of the County would be identified as well. In addition, there is an area that is east of Collier Boulevard on US 41 that I would think would qualify.

I am all about using data, but I really think we need to make sure that we are applying the data properly and can defend the information that is put out.

Thank you in advance for consideration of my general comments on the maps.

Best Regards,

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## County Comments on Draft Bicycle & Pedestrian Master Plan 8/30/18

### General Comments:

- There is no plan cover page, index, opening/introduction or closing/conclusion. The pages should be either numbered sequentially or add a footer to note the chapter and page.
- Paragraph structure, naming the figures and tables consistently, grammar and run-on sentences should be corrected.
- Lack of analysis of the data causes the reader to draw different conclusions than the plan.
- The intent was that this plan would contain policy requirements or suggestions for the municipalities to incorporate into their own plans/codes, etc.:
  - Size/width of a standard sidewalk, both sides of the street, requirements for construction...
  - Create a way to prioritize streets with undeveloped infrastructure or gaps in infrastructure
- Ultimately the list of projects in a prioritized order and 1 map with those projects is vital to understanding the plan and is missing.
- Please note that when discussing coordination with the County, the Plan should also acknowledge that there should be coordination with the other jurisdictions/agencies/departments, etc....Cities, Park and Rec, Tribes, etc. Other entities not just The County.
- It is confusing to flip to the maps at the end of the chapter. Recommend they be placed in the text where they are referenced.
- Where are the appendices? I can't fully comment on a document when back up documentation has never been provided.
- It would have been more helpful to have brought tech memos, unfortunately you will find in my comments that some concerns have found their way to be the basis of your recommendations.

### Chapter 1, Page 1:

- Was the facilities map in Figure 1 ever adopted by the MPO Board? The version on the website is the approved map, dated December 9, 2011. Not the map in the figure. Please confirm what map was approved and use and site the correct map.
- Under Demographics – re-word sentence – “However, there are areas within Collier County – most notably, Golden Gate City (GGC), Immokalee, and Naples Manor (NM), but also including other smaller areas – where incomes are significantly lower, levels of poverty are significantly higher, and more people are without access to a vehicle than county or Florida averages as shown in Table 1.” The table should state that EC, MI and Naples are all cities. The areas called out in the table are only GGC, Immokalee and NM. Should other smaller areas be called out. What other smaller areas have lower incomes? This table should have all the demographic info. called out referenced – poverty, income, access to vehicles, size of the area...
- Table 1 references 2016 census – is that really the American Community Survey? What years?

- If the methodology is to look at 10% of the county average for EJ areas (page 2) then shouldn't we know what that 10% is? Does this table relate to the 10%? It needs a better explanation.

Page 2:

- Paragraph 1 – Now you are referring to a different census (2017 census) with estimate...be consistent with data, it is difficult to correlate the information. In addition, the paragraph states that people 65 and older may use transit...what does the data say? Did you coordinate with CAT to see if they have information?
- Paragraph 2 – Whereas widening roads to accommodate additional vehicle traffic is one approach, continuing to build those roads to accommodate different modes of travel...
- Paragraph 3 – please explain.
- Paragraph 4 – how was 10% of the county average decided? Is that a generally accepted standard? A table indicating what 10% of the county looks like as a number would be helpful.
- Paragraph 4 – The methodology for EJ map described does not match the map? You need to look at the information in depth, many of these areas don't have residents. This is a huge sticking point because it becomes the basis of recommendations.
- Bicycle and Pedestrian Infrastructure
  - First paragraph – need to fill in the missing data. Does this include city numbers or only unincorporated Collier County. Remove the sentence “Aside from I-75, bicyclists may use any of these roads.” It is redundant. Are you counting local roads in the total of miles needed? If so, it is misleading since this plan doesn't plan for a system on local roads only in select areas.
  - Second Paragraph – Is this unincorporated only OR geographical County?

Page 3:

- 1<sup>st</sup> partial paragraph – states that pathways within parks and sanctuaries are considered active transportation, I don't know that a loop in a park meets that intent...
- City of Everglades City – this indicates that they have a plan. Do they actually have a plan?
- Immokalee is not a separate city or jurisdiction and does not have a separate plan. It should be considered with unincorporated Collier County. If you are addressing it separately because there is a CRA – please note Bayshore should also be elevated to that same level.
- Note also that Immokalee did not received the TIGER grant – that was submitted by and awarded to Collier County. Immokalee is the location of the project not the entity receiving it.
- The only reference to the prior Comprehensive Pathways Plan is to say it was incorporated in the TIGER Grant. It should be discussed in conjunction with the existing conditions, maps 2 and 3 and how this plan is moving forward – is different, etc.

Page 4

- The MPO did not conduct the Bayshore walkability Study – that was done by the MSTU/CRA there.
- Why is Safety discussed here and in Chapter 2? This is repetitious.
- Paragraph 3 references 808 reported crashes and paragraph 6 includes 809 reported crashes. Please confirm and correct.
- Last paragraph – is this saying that age (over 65) is a contributing factor in accidents? Are aggressive driving and age the contributing factors in 33% of crashes? Also, this paragraph indicates that one or more of the drivers were 65 years of age and old AND it was noted as contributing factors, did it really indicate that was a contributing factor?

#### Map 1

- Extremely hard to read based on the choice of colors for the water and the factors. Cannot differentiate between medium and high. Should age of over 65 be a factor? How many categories are triggered with a low rank? Need to see and understand the methodology. If areas are triggered because they only have 1 criteria (age) should they be called out? Need to see the 10% referred to. Is the location of the Immokalee label correct? Is label for Naples and Marco Island referencing the City or that there is an inset?
- What is the data used for the EJ area determination? Is it the 2016 Census? What is the 2016 Census – is that really the American Community Survey – for what years?
- Overall many of the areas just don't make common sense.

#### Map 2 and 3

- The chapter was supposed to talk about existing conditions, but the map is the only reference to the completed projects. What was accomplished by the Comp. Plan?
- What is the Immokalee Urban Area?
- Green line is for greenways but also to show the Naples and Marco Island inserts.
- If this is an E + C map, what is the source? Committed by when? Is TIGER included, TIP projects?
- The maps are hard to read at the 8x11 size.
- What does programmed mean? What about Golden Gate City, really need an inset. Also, you should include Charter and Private Schools.

#### Chapter 2, Page 1

- 808 crashes conflicts with prior chapter statistics.
- Reference to “Tip of the iceberg” should be removed.
- Paragraph 3 – bike crashes have decreased in the past 4 years not 6. Where is the paragraph about pedestrian crashes?
- Explain the data in paragraph 4. Are there more bike crashes but they are less fatal? There are double the amount of pedestrian fatalities (29%) then bike fatalities (16%). What is the conclusion the reader should draw from that? My reaction is build better sidewalks or shared use paths, not bike lanes. Is that the intended take away? This is

directing the reader to expect that since pedestrian crashes are the more fatal crashes the safety focus of this plan should be on keeping pedestrians safer on sidewalks.

- Based on this data, the plan should focus on building better pedestrian facilities, because of the fatalities and serious injuries are the performance measures that the MPO adopted based on FDOT's focus on Vision Zero.
- Indicates that the crash data was mapped and analyzed. Later in the document, it says they didn't analyze the crash data. What exactly did the consultant do?

Page 2:

- This is extremely confusing. If the methodology were included it might be easier to understand. Generally, it states that the cost of bike/ped crashes does not exist but then includes the costs in the table. The text states that the study and FDOT have not developed costs per crash for bike/ped crashes but then the number appears in the table...how? If the numbers don't exist, how were they created? The text also states that no adjustments were made for the difference in types of vehicles (cars vs. bikes) then what is the table showing?

Page 3:

- How was Table 1 created and extrapolated?
- Contributing factors in the text do not match the figure. Aggressive driving 29% or 37% and aging driver 32% or 25% do not correspond to the statement previously that aggressive + aging = 33% of the factors. Depending on which numbers are correct it can be either 54%, 61%, 62% or 69% - this is very confusing data. What age is an aging driver? Is it 65 or older? If it is over 65 – why is the EJ criteria 65?
- The colors in figure 3 are hard to differentiate and compare to the legend. Applaud the use of the MPO colors, but there needs to be more of a contrast between them.
- Pie graph – Is Aging Driver listed as a contributing factor or is this based on age provided in the crash report?
- What about who was at fault (bike, ped or vehicle) along with the contributing factors? This would allow targeted education, enforcement and engineering to reduce crashes.
- Speed of Traffic – need to have a discussion regarding interconnections.

Page 4

- A map of the accidents would be helpful in this section.
- Figure 4 – Why are 70-year-old pedestrians the statistic used for survival rates and not 65-year-old. How is the age of 70 used in the study? Is an aging driver 70 or older? Why is 65 the base for the EJ areas and not 70?
- First full paragraph (below Figure 4) – this should talk about interconnections, parallel road, reducing gated communities, etc.

- Last paragraph – The first sentence cannot be supported by facts and should therefore be removed. Conclusion drawn from the last paragraph is that speed is not a factor in crashes. Is the goal of the plan to eliminate crashes or severe/fatal crashes?

#### Page 5

- Conclusions drawn are that higher speeds cause death, but that speed does not cause accidents. Recommendation of plan is to slow traffic – but is that the best change to eliminate crashes?
- First full paragraph – where's the survey, it should be provided as an exhibit. This paragraph discusses lighting, but it doesn't present the converse side of the argument regarding lighting such as residents who don't want it or challenges with ongoing operations and maintenance.
- Second paragraph is the 1<sup>st</sup> time the survey is mentioned. It should be explained better as to what was done, how many questions, etc.
- Third full paragraph (begins Acknowledging this ) – Need to discuss alternative or parallel corridors. The last sentence states County staff, what about City staff? Are they off the hook? re-word last sentence for grammar issues. Is there a reference to a solution or policy change in future chapters to address the intersections?
- Road Safety Audits – Only discusses the US 41 and Airport Road (BTW, it is no longer Airport Pulling Road, it is only Airport Road) there are other RSA that have been done by the entities that the MPO participated in.
- Fourth paragraph – what constraint? Is this referring to crashes, size of intersections, the survey and lighting? This seems to be addressing the speeds again and RSA. Should this paragraph be moved? Is this plan supporting the conclusions of the FDOT RSA that recommended reducing speeds on 41? Why is it here? What conclusions were made about that RSA other than it was a good thing to do? If speed does not cause accidents, why is there a concern for slowing vehicles down. If the conclusion is to do a RSA to come up with recommendations to improve facilities, that is a reasonable policy for doing them. Doing a RSA to recommend lowering speed is pre-determining the outcome of the RSA and not a good reason to do one.
- Sixth paragraph – is the conclusion to be drawn that the RSA's should be done in high crash areas where there is a future resurfacing project to get a chance at safety funds? Doing the RSA did not trigger the resurfacing project. The coordination and everyone working together is what should be focused on. Conducting a RSA as a tool to evaluate areas to develop safety ideas or prioritize needs is good but doing a RSA to justify speed reductions or to assume that funding is available is not.

#### Page 6

- Where is the high crash map? Explain the difference between Table 2 page 6 and Chapter 6 Table 1? Both have the exact same roads listed. Table 2 is the high bike crash corridors with intersections listed and Table 1 is the areas to do a RSA.

- Why weren't all red and orange areas highlighted? Why were some yellow prioritized over the orange areas? Map is bike and ped, but table is only bike – why? Where is the ped – sidewalk table?
- What is the difference between the 2 lists and the 2010 study locations? Are there more areas or less, is this a continued problem or is it getting better? What is the conclusion the reader should draw from this section other than cross referencing it and causing confusion?
- What is the timeframe for Table 2? Is this just a regurgitation of what the MPO did previously or did you look at the latest crash information and adjust accordingly?

#### Page 7

- First full paragraph – I am unsure what the consultant did for crash analysis, did you just look at location?
- Second full paragraph – Why did the crashes reduce during the economic slowdown? Why are they increasing as the economy has recovered??? Recession was from 2007 – 2009. Rebound started in 2010. Crash data from that time was not evaluated. How can there be a conclusion about the notable reduction in crashes if there is no crash data for that time evaluated? Ped crashes in 2011 was the lowest it has been in the time evaluated but bike in 2011 and 2012 were the highest. The data is not consistent with what the plan is concluding.
- Unreported Bicycle and Pedestrian Crashes – Statement “Crash reports often are limited to events that occur on a public roadway and exclude ...” is this plan intended to address those other items as well? Or are you staying focused on the public right-of-way. Delete “Tip of the iceberg” in text and call out box.

#### Page 8

- The parenthetical in paragraph 1 indicates that the study done in 2013 was not statistically representative of the County. Is the same disclosure made for the entire public involvement effort (noted as a success in all presentations)? The current plan only had the same fraction of 1% of involvement, why is that not disclosed? If the plan makes an effort to point out that 478 responses to a survey should not be considered representative of the county's population, then why is it discussed? It seems discredited and then elevated and analyzed. This is confusing.
- Note the 600 responses that this plan received should also be noted as not representative. What is the point of the disclosure? Why is it not being made for every plan and why is the consultant raving about the success of the involvement if the MPO does not consider it a success?
- Safety Performance Targets are a repeat of page 4 chapter 4. Why are they repeated? Should it direct the reader to focus on fatalities and serious injuries only and not the other crashes?

#### Chapter 3, page 1 and 2

- Indicates that public involvement was a success because you received 600 comments, however, in the prior chapter you indicate that the # of survey comments only

- represented a fraction of the county's total population and shouldn't be considered statistically representative. Don't contradict yourself.
- Was there an on-line survey? What are on-line survey comments? What were the questions/responses? Please explain.
  - Page 1 indicates that 20 people signed in for the workshop #1 but the chart on page 2 indicates 16 people attended. Please correct.
  - Need to fill in data. You need to talk about where your meetings were held and when? You focus on EJ areas, but were meetings and comment opportunities held in EJ areas and were individuals given ways to comment other than through the internet??
  - Page that has engagement process – where and when were the community events, how many committee meetings, how many attended meeting # 2?
  - Interactive map – this only indicates bicycle needs, what about pedestrians?

#### Page 3

- Map does not have a legend, lack of definitions for orange circles with X, blue circles with stars, blue circles with pedestrians, and all colorful lines. Bias to bikes in the map as they were the only marks discussed in the text.
- Why was this area chosen in the map? Is there a reason or was it just as an example?
- Where is the Appendix – what were the responses?
- What were the questions and how many responses could be used per question? Were they allowed to use 3 responses – how can lack of facilities be 81% and driver behavior be 78%? Were these fill in the blank or provided? What was the 'other' answer?
- Figure 2– Is this only for this area? That's it? Countywide?

#### Page 4

- Figure 3 – Should that say lack of facilities? Or was it specific “bike” facilities. Based on the feedback, I would think stronger recommendations about parallel routes and more network would be included.
- Figure 4 (pie chart) hard to tell what % goes with what category.
- Paths/trails is this considered sidewalks/multi-use paths or off-road trails?

#### Page 5

- Same pie chart comment.

#### Chapter 4, Page 2

- RSA usually have short, mid and long-term recommendations – how are all projects identified in a RSA going to get high priority for funding? That is not realistic for the number of projects, the cost of them and funding available.
- What is High Visibility Enforcement? How will the MPO work with FDOT on that effort?

- Should the MPO work with all jurisdictions and agencies not just FDOT to reduce the crashes? Why not work to reduce the number of crashes as well as the severity?
- Strategies –
- Indicates to collaborate with law enforcement to develop enforcement and education techniques. This plan does not help us understand what we should be focusing on. The MPO, County, municipalities, SO and PD's have limited resources. We should focus our education and enforcement on what would be helpful, not just throwing spaghetti at the wall.
- Complete Streets – this plan must have a discussion of what Complete Streets really is. It is not just bike/ped, which unfortunately, it is often construed that way. Please provide a more elaborate discussion.

#### Page 3

- Notations for the County should also include the other jurisdictions and agencies (City of Naples, CTST, etc.)
- Locate projects in areas with great impacts. This plan is identifying and locating them? Should the strategy be prioritizing projects for funding not locate projects?
- #3 Strategies – Doesn't CAT already provide bike racks at shelters? What are bike parking facilities? Is that a park and ride or a bike locker?
- Safe, convenient and accessible use of transit
- What is the difference between bullet 3 and 4? Similar to issue above – this should be prioritized or select not just locate.
- Bullet 5 – Select projects in EJ areas – does that mean make EJ the #1 priority and everything else does not matter (crashes, locations, etc.)?
- What about supporting walkability in transportation design by working with implementation agencies....
- #4 proper name is Collier County Health Department and Florida Department of Health. What other areas of concern are going to be identified?
- How are projects going to be added to the needs list if they are not in this plan? Not sure I understand the process or intent of this plan. Projects have to be in this plan to qualify for funding. How will projects be added to a needs list?
- I can't comment on what funds to use on projects until I fully understand the list of projects. Some of the projects may not be good candidates for TMA funds particularly if they are on a collector or arterial that is planned for expansion.

#### Page 4

- What is a lively pedestrian environment?
- What about reduced congestion – travel delay causes emissions and air pollution.
- Walking helps with physical activity, reduces diabetes, ...
- Coordinate with implementation agency to develop or suggest areas for wayfinding signs...
- How is the plan selecting projects for access to employment if the only projects being prioritizes are EJ?



- Is #5 geared towards choice recreational riders or for those that must ride for work? Is the goal to provide for both? EJ areas are probably not tourist areas, however areas that the underserved work in may be destinations for work and play but not on the EJ map.
- #6 – how does mode choice protect the environment? Maybe include a reference to street trees here. What about off-road greenways/trails on utility easements? Strategy could be working with agencies to have land-use compatibility.
- Repeat of Ch. 2 page 8 here.

#### Page 5

- Are the listed bullets the ‘Other Performance Measures’? If these are MPO Performance Measures – should they be something the MPO can control? Shouldn’t it be the project is prioritized by the MPO and then funded through that prioritization – SU, Box, UPWP?
- How is the MPO planning to measure these targets? Are these measurable by the MPO? If additional work (another study or plan) has to be done to create targets and then measure them – what are these? Explain. Is your only way of measuring this plan based on how many miles are built? If so, that certainly puts the only emphasis on the engineering side, not education or enforcement...

#### Chapter 5, Page 1

- Role of Policies – I do not fully understand what the MPO’s priorities are for this plan, so I am uncertain as to what our role will be.
- 3<sup>rd</sup> Paragraph starting with, “Often, policies that are....” An ineffective policy can be tracked to education...does that mean that the policy was bad or the education that implemented it was bad? Please explain. What is the idea that is trying to be conveyed? Is it that bad policy created bad implementation or that people misunderstand how to implement it? Is this plan suggesting there be no differences in policies (5’ vs. 8’ width)?
- Complete Streets Policies – this write up perpetuates the misconception that Complete Streets is bike/ped only, all the time. While I understand the emphasis in this plan, this is not helpful in education of the intent of Complete Streets.
- 4<sup>th</sup> paragraph – unrealistic. How is teaching a committee (BPAC or CAC) about the Florida Green Book going to create any change in implementation? The implementation agencies already have to comply with statutes, regulations, etc. the MPO should not be teaching that nor does it have the expertise to do so. Are the county-wide standards meant to be inclusive of the cities and other jurisdictions?
- Is the issue with implementation that agencies are not building as fast as the needs (resident’s wants) or is it that they are building incorrectly? This makes it sound like the county has no standards and they are implementing bad work.

#### Page 2 & 3

- What is the Palm Beach MPO complete street policy? Does this plan create a Complete Streets Policy? The suggestion to create one seems to have a lot of description on how to write one. Is that necessary for this plan? Is that part of this effort? The excerpt makes me think that we would broaden our funding strategies to include freight improvements if we are going to implement Complete Streets policies (because it isn’t only bike/ped).

- Where is the Appendix?
- Funding Bullet Points – What about new or creative ways to fund?
- Bullet 2 – What do you want on the roads? This plan does not do a good job of summarizing what the desire is. I don't know what the utopia is for these roads.
- Bullet 3 – Why is the County building trails adjacent to the State Roads. Isn't that FDOT's responsibility? And what about other roads beyond state roads.
- Bullet 4 – What about the cities?
- Are there projects identified for SRTS funding? Should there be?
- Any County reference should be to agencies or jurisdictions?
- What does all roads in populated areas mean? Is that Urban Areas?
- Opportunity - Bullet 1 – what about the cities?
- Bullet 3 – How is this going to be coordinated? Will the MPO go to the CCPC? Will the policies adopted in the plan be incorporated into the LDC? Or the other codes in the cities?
- Are the policies actual policies or goals?
- The intent was that this plan would contain policy requirements or suggestions:
  - Size/width of a standard sidewalk, both sides of the street, requirements for construction...
  - Create a way to prioritize streets with undeveloped infrastructure or gaps in infrastructure
  - List projects recommended as needs by the public
  - Bullet 4 under opportunities seems like a policy we are looking for. Need more of these policies.
    - If the size, speed and location of the road all matter when determining what the facility should be there should be a policy or at least a table for that recommendation. 6 lane divided highway with design speed of 45 mph in a rural area = bike lane on both sides, a SUP and a sidewalk....
- Is the reference to County Engineering and Public Works Dept. really intended to mean city and county development review process? Is this going to be applicable to the cities as well? What is the expectation of this? I can't hold up my timeframes based on the MPO's schedule.
- Bullet 6 – this needs to be incorporated in comp plan and land development code?
- How will the MPO comment on plan reviews? Is the MPO going to become a reviewer within the project development/review perimeters? Should the MPO be involved in that?
- Connectivity – does this extend to all local areas not just the county? BTW, need to consult a County Org Chart and identify divisions and departments properly. And where did 100' come from? Is that an industry standard?
  - Is this implying that the MPO should attend CCPC meetings? ? What is the intent of this? Is the MPO going to modify their meeting schedule to meet my review deadlines?
  - What about issues with access management – driveways and interconnections between commercial or connecting roads and no cul-da-sacs.

- The intent was for this plan to draft policies for consideration or recommend policies - not for the County or Cities to develop policies. That is more of what they currently do.

#### Page 4

- Education and Enforcement Bullet 2 – This should be more targeted educational efforts.
- Maintenance – what does support coordination for maintenance mean? This is funny. FDOT doesn't want to maintain trail facilities within their ROW. I don't see the MPO weighing in on who they think should be maintaining facilities within their ROW.
- Policy and Code Review – what does the last sentence of the page mean? Does it mean that existing plans address the pedestrian issues – or that they should with collaboration?

#### Page 5

- 1<sup>st</sup> paragraph – what additional policies are in the Appendix? Why are they not included in the body of the plan? It is hard to determine if they are acceptable if they are not included and cannot be reviewed.
- Programs? Are these recommended programs for the future? Are these in addition to the toolkit projects listed in Chapter 7? Is the MPO committing to participating / funding / sponsoring / conducting these programs? Why are they listed? Is the policy to conduct these programs?
- Atlanta MPO is funding their programs according to their LRTP – is that the recommendation of this plan – for the MPO to fund these programs?
- A lot of attention in the beginning chapters was given to RSAs – why are they not included as a recommendation to do a RSA to create opportunities for recommendations or strategies for the future.

#### Chapter 6, page 1

- Paragraph 2 – “MPO and County staff have made great progress implementing previously-identified projects, with the majority constructed or funded for construction.” Is this correct? This implies that the previous comprehensive pathways plan implemented most of the needs identified. Is this the intent of the sentence? This is not accurate. There are a great many needs identified in that plan that have not been constructed by the Cities or the County. To say that majority are constructed is inaccurate. To imply that the cities have not had any part of that is unfair. Please revise. A better transition might be to say that those needs were great and that the MPO has redirected its focus to give safety projects a higher priority.
- “Opportunities noted below...” Does this refer to a needs list of projects? Where is that list? Is this sentence intended to be a policy – to have development complete gaps?
- Paragraphs 3, 4 and 5 are very confusing. Please clarify what the intent of these paragraphs is. #3 – that there is a change from the BPAC prioritizing and ranking projects to the MPO Board doing so. #4 – Is this saying that outside of the process FDOT works with MPO staff to fund safety projects? Was the RSA funded with a block grant? Was the resurfacing on 41 funded with a block grant? #5 that MPO staff move

projects into the design phase to take advantage of funding opportunities – what about the priority process?

Page 2

- Paragraph 1 seems like policy. Should this be in the other chapter? What is needed for the LRTP projects? I am unclear based on the plan that was provided. There is not a good place to send our engineers where they can clearly figure out what the intent of this plan is for a specific facility.
- “As projects identified in the last plan had been substantially funded...” This is not accurate. It is a very misleading overstatement.
- Per Chapter 2 – crashes are trending downward not upward. This is conflicting information.
- The methodology for identifying EJ areas can be found in appendix. This is key information that either should be provided or in the body of the text, not in an appendix.
- Third paragraph, what about the cities?
- Identification of Gaps and Needs on Collectors and Arterials
- First paragraph – County staff advised early on in this process that the inventory was incomplete. This plan continued forward and didn’t take a step back and make sure that the data they were working with was solid.
- Second paragraph – This would be a great place to have the map of the gaps, not buried someplace else.

Page 3

- First full paragraph – What is high crash? What were the screening criteria? Were these adopted by anyone? The last sentence is contrary to the tables in the contextual guidance.
- Second full paragraph – are these County roads only?
- Third full paragraph – why not the cities too and FDOT???
- Bicycle/Pedestrian Safety Assessments along High Crash Corridors. Why are you only discussing bicycle RSA’s? Are you forgetting about pedestrians?
- Map 1 is supposed to be where EJ areas and crashes occur most often but when you look at map 1 at the back of the chapter it is only the map for the number of crashes. Is there a map combining the 2 factors? Should there be – is that the determination of Needs?
- Which map identifies high crash and EJ areas?
- Where is the list of gaps overlaid on high crash and EJ areas? Where is that map?
- “The complete list of gaps in infrastructure is the plan’s foundation...” This is not the statements that are being presented with the plan. All presentations indicate that only EJ is being considered, based on this statement the plan implies that the list of gaps is the foundation of the plan? Why was there so much analysis on crashes, I thought crashes and EJ were the basis of the priorities?
- What is meant by the sentence, “It should be noted that effort to identify MUP opportunities adjacent to County roads was by feedback and desktop review.”
- Is it policy to consider separated trails as the preferred facility and constructed where ROW allows?
- What are the 171 miles of bike needs and 185 miles of ped needs? Are they gaps, high crashes or EJ areas? Paragraph indicates they are just gaps. This is confusing.

- Map 2 – what are the needs? Legend shows red for no current bike lanes, brown for bike lane on 1 side, blue for bike lane on both sides – so the red is the need and the blue is the existing? The concern from the Seminole tribe was that the blue line that was on US41 for what was ROGG should be removed. Is that because it is not an existing facility – blue or should be red – or they want it off entirely? Very difficult to determine what the need really is – red lines? A list of the projects is necessary and a better legend. Previous E+C map (map #3, page???) indicated nothing for the ROGG. Very confusing.
- Map 3 – is this a needs map or a gap map? Same issue with the legend and hard to understand what the map is intended to show.
- What is the size of a shared use path?
- Text indicates that only a bike RSAs should be done, but table 1 on page 4 lists locations for Bike/Ped RSA corridors. Is there a typo or was the intent only to do Bike?
- This data correlates to crash data (map #1, page ???) – why are yellow areas (3-5 crashes) being considered and not only orange (6-10) and red areas (11-38).
- Any RSA should include coordination with the maintaining agency for the road being reviewed – not just the County.

#### Page 4

- Table 2 – how were the individual links determined?
- Tables 2 & 3 – need the lists with road name, from and to.
- Are there limits to the corridors in table 1? Are they the same as the ones on the prior list in Ch.2? What was the criteria for this list – High crash corridor – should that mean 3 crashes?
- Please explain the following sentence, “Given this constraint, the decision was made to apply the focus-area criteria of crash occurrence and EJ areas to the needs map to identify the projects that best satisfy the identified criteria.”
- How was the need in Map 4 and 5 developed? What is a high number of crashes (red) and how many EJ factors?
- Is Map 4 all the needs of the county? The entire plan has only a need for 7 miles of bike lanes and 1 mile of sidewalks? That does not seem like a lot of projects for a needs plan. Is there a reason to keep the needs small?
- Is Map 4 the top tier of needs because it is EJ plus Crash and Map 5 is a lower tier? The text is confusing when compared to the actual map and legend.
- What is the difference between map 4 and 6 and map 5 and 7?

#### Page 5

- Has there been considerable progress to building Tier 1 of all the walkability studies? The TIGER grant has made progress on the Immokalee Walkability Study – but are the others being completed?
- Suggesting that the County fund remaining Tier 1 projects in all walkability studies?
- Is the study recommending that the Tier 2 and 3 projects get funded by local groups – not the county? What agencies - CRAs, MSTUs, churches, clubs?
- What methodology was developed based on plan goals? Is that the criteria in the table? How was this developed? How are points allocated and distributed to projects? Is this in the Appendix? There is a matrix behind all the maps titled – Collier Bike and Ped Plan –

LOCAL ROAD opportunities DRAFT. Is that the tabulation of all the needs on local roads scored and ranked? Are those 75 projects all the local needs or is an example of what the appendix shows? Please explain how the points were allocated to the projects and how these few projects were chosen?

- If many local road projects were constructed and the needs plan needs to identify more projects, why are there only 75 on this list?
- The page moves away from the above questions to focus on gaps, transit and EJ areas. Was the table used at all? This is very confusing. Is Map 8 the needs list?

#### Page 6

- Map 9 is the EJ + Schools and Map 10 is the EJ + Schools + transit.... what are the needs? Are the needs the “127 miles of sidewalk that could be constructed that would facilitate access to schools and transit.” Is this the list of needs?
- Does Everglades have a Master Plan?
- Why were only 4 projects from the Marco Island Master List included but all projects on the Naples list were included?
- Immokalee is not a separate entity and therefore did not go through its own public engagement process and council input, so please remove them.
- References to Collier Ave. should be changed to Collier Blvd.
- Are there any tribal maps that should be considered?

#### Page 8

- Second bullet point – need to have a list and map.
- What is the difference between a greenway and a roadside trail? Is the word trail used interchangeably with path or sidewalk?
- When speaking about the canal system, it is assumed the discussion is related to a sidewalk or a greenway next to it and not a blue way on it or through it for kayaks....and other non-motorized transportation and recreation.
- Is it a policy to add connections between existing trails to widen the infrastructure and add a wide sidewalk or buffered bike lane?
- Last paragraph implies that the County staff made a decision about the plan. Either make it inclusive or all agencies and jurisdictions or limit it to the MPO made the decision...
- Last sentence is confusing. Is the point that there is a need to do more than add bike lanes and fill sidewalk gaps? There should be other policies, needs, areas to review in the plan but ultimately the statement is contradictory to what this plan should be doing – document the needs.

#### Page 9

- Forth bullet point – Is biking with 3 mile of transit stops the industry standards, does that take into consideration our climate? What about Collier’s TDP, does it have any information regarding this?
- Master Plan is suggesting doing additional studies and then the results of the studies be added to the list of projects. What list of projects? How will that be prioritized?

- Please clarify the statements in the Wiggins Pass Rd. study. “Wiggins Pass Rd is one of the few east-west access ways to the beach and is used extensively by pedestrian, bicyclists and cars.” Who else needs to use the road – does it need to be a complete street accessible to trucks, school buses, etc. Please clarify the issue. “West of US 41, Wiggins Pass Road has a four-foot sidewalk but no shoulders, which requires cars to either enter the oncoming lane of traffic or follow behind cyclists.” What is the issue here – need a share the road sign and a sharrow? did anyone substantiate if the sidewalk is indeed 4’ wide? If not, you might not want to put a width.
- Costs for adjustments during resurfacing should be looked at case by case.
- Do sidewalk gaps get filled during resurfacing?
- Forth bullet point – Is biking with 3 mile of transit stops the industry standards, does that take into consideration our climate? What about Collier’s TDP, does it have any information
- Statements about SRTS are inaccurate. Not just middle schools are eligible, and it is not limited to gaps in existing sidewalks.
- Are these the plan Needs =171 miles of bike needs and 185 miles of ped needs (referenced on page 3 chapter 6). Why is there such a gap between page 3 and page 10? Please have a Needs List, Map and other info. showing how this number was generated. Note – prior reference states bike needs – not bike lanes on collector roads and ped needs not sidewalks on collectors.
- The collector and arterial roads component does not include crashes or EJ – should it? Are they part of the criteria?
- Please explain the difference between sidewalks – local roads – schools + EJ = 146 and sidewalks – local roads – transit + EJ = 160. Is there overlap?

#### Page 11

- New Development – What about the Cities? They have new development too.
- Is this a list of funding sources meant to be a resource? Maybe that should be in the appendix.
- Has the MPO any experience with the Doppelt Family Trail Development Fund or the Robert Wood Johnson Foundation? Why were those grants highlighted in the plan?
- 

#### Page 12

- Why is there a focus box for the RWJ Foundation Grant for NJ? Recommend deleting the box.
- Does SRTS require a match?

#### Page 13

- Do these grants do not belong in the text do they even belong in an appendix? AARP Community Challenge Grant – meant for quick fixes – under 6 months from award to complete construction. This is not intended for a sidewalk but for a bench or maybe a bike rack.... shelters take more than 6 months!

- Some of these are good policies or goals
- Bullet #3 – coordination for enforcement must include sheriff's office, etc.
- Bullet #4 – Separated trails included in PD&E and design phases - should that policy be for new corridors not resurfacing projects? There is a big expectation for FDOT to add a bike lane and sidewalk for resurfacing projects. These sound like a policy not an implementation action. This was not discussed previously and may be an issue for FDOT (or for any implementation agency that is looking to comply with that). What about the maintenance ramifications?
- Bullet #5 – sounds like a disclosure – please clarify the implementation action intended here.
- Bullet #6 – What is the intent of this? Will the MPO be managing our resurfacing program? Will you be doing that with the cities as well? Do you have staff time to take on these additional tasks?
- Bullet #7 – was this intended to mean the Marco Island City Public Works Dept. or all agencies and jurisdictions?
- Bullet #8 – what does this mean? Immokalee is part of unincorporated Collier County. Clarify that a submission of projects to a list of projects to be prioritized means that the agency can submit projects not included in the Master Plan for prioritization? If the project does not have to be included in the Master Plan, why is the master plan being done?
- Bullet #9 - What is the bicycle and Trail Master Plan? Is that a typo and it means this plan or is it recommending completing an additional plan?
- Bullet #10 – why just the trail system and not the entire Master Plan or the bike and ped network/system?
- Bullet #12 – create a seamless and connected trail network – should that be bike ped network?

- Is training on the design manual to the MPO committees appropriate?

#### Local Road Opportunities Matrix

- List is confusing as to how it was generated, what is the methodology use to get onto this list and what is the criteria for the scoring? What does a 0 points allocation for high crash out of 15 mean? Is the scoring quantifiable/how was it scored and by whom?
- How were the criteria developed and why?
- Pedestrian & Bicycle Crashes (2011-2016) – Map 1 – Map needs to have more inserts and why isn't this in the safety section?
- Bike Lane Gaps (all needs on collector and arterial roads) – Map 2 – this is hard to read with existing and gaps identified. Perhaps you should remove the existing.
- Sidewalk gaps (all needs on collector and arterial roads) – Map 3 – there are areas on this map that are incorrect, that I noted in the initial stakeholder meeting.



- Bike Lane and Shared Use Path Gaps: Collectors and Arterials – Map 4 – this does not seem like that many “gaps”. Need a list of these projects and their scoring.
- Sidewalk & Shared Use Path Gaps: Collectors and Arterials – Map 5 – need a list of these projects and their scoring.
- Maps 4 & 5 – This is it, if we build these 2 maps, we have satisfied all of the needs for the MPO? Doesn’t seem realistic.
- Local Road Opportunities – Why aren’t the gaps identified in this list and scored along side the remainder of the projects.

#### Chapter 7, page 1

- Revise 1<sup>st</sup> paragraph. Very confusing. First paragraph, I don’t think our Public Works Department has included bike lanes on roads because we don’t have a Public Works Department. This paragraph doesn’t address the numerous miles of pathways that the County has built in addition to on-road bike lanes.
- Paragraph 2 – very confusing – what is the quote trying to say, explain it or clarify it. Explain the “no way no how” rider, etc. Are these the generally accepted types of bicyclists? Is the Portland office of transportation in 2004 an authority on this?
- Was this spectrum used in any of the analysis in the Plan? Is the goal to get more users to move through the spectrum? Why is this discussed?

#### Page 2

- This seems geared towards getting more choice riders on bikes, the criteria in the plan seems to be crash data and EJ areas. EJ is not the recreational rider or the choice rider it is the transportation dependent. This seems to be a completely different approach. Why is it introduced at the end? Is it part of the criteria or just extra info that should be in an appendix.

#### Page 3

- Paved Shoulders – where are you recommending this? Is this part of the needs list – where/what the types of facilities should be? Need to think about permitting ramifications when adding shoulders during a resurfacing project. Depending upon the length of the project you could trigger SFWMD permits.

Pages 3 – 16 – every figure or table # is incorrect.

#### Page 4

- Rumble – Buffer Bike Lane – what is the BPAC’s take on this, in the past, they have not been in favor of the rumble strips. In fact, they have consistently asked FDOT to take them off U.S. 41.
- Bike Lanes – “This facility type should be considered during roadway resurfacing projects and can be used to make connections between trails. Bike lanes are not considered a preferred facility type for developing a community friendly trail system.” This seems contradictory or at minimum confusing. Please clarify.

Page 5

- References to Hernando and Citrus Counties – Typo – should say Collier.
- Is this a policy?
- Separated Bike Lanes – This encourages wrong way riding, which according to the MPO's last safety analysis as well as the latest FDOT/MPO RSA (Airport and US 41) was a major contributor to bicycle crashes.
- An example of the green bike lane is Bayshore.

Page 6-12

- recommend toolbox be an appendix.

Page 6

- Two-Stage Queue Box – the graphic nor the explanation give me any more clarity about what this actually is.

Page 9

- 1<sup>st</sup> Bullet – Need to refer to FDOT policy regarding Road Diets and what should be looked at when contemplating.

Page 10

- Overpasses and Underpasses – where there any areas identified in the plan where this would be applicable?

Page 11

- Geometric Trail Design – this is too much detail for this plan.

Page 12

- Confirmation Signs – Please provide examples of each.
- Bicycle Facilities for Comfort and Safety – this is all well and good, the plan has lots of maps, but what do you really want?
- Last paragraph this is a policy that all roadway reconstruction projects have a separated trail facility added during design. Has anyone coordinated with the implementing agencies about this? Please define Trail.

Page 13

- Is this guidance part of how the needs were developed or how the policies were determined? Is this part of the policy for facility decisions and how they were ranked?
- Figure 19 – So bicycle facilities are dictated by the pedestrian volume? BTW, this contradicts your prior recommendations.

Page 14

- Highlighted rows are relevant to Collier County – what table is that referring to? How is this used? Please explain Table 1 – what SIS facility has a minimum of 65 MPH AND a 5' sidewalk? Is this I-75 – are there bike/ped facilities on it?

Page 15 & 16 – I don't know that these cross-sections add value. When are these applicable?

No on-road facilities at all? Multi-use path on one side??? When did 15' become a standard for a multi-use pathway?

There should be a conclusion to the plan.

## TAC Comments on Draft Bike Ped Master Plan August 27, 2018

- Error in sidewalk cost, should be 200K not .02
- Explanation of how the local roads list was prioritized
- Describe level of coordination with County Parks and Rec
- Greater explanation of what EJ is
- Discussion on anomalies in EJ data as a result of being gathered at block group level
- Maps and charts need to be clearer, maps should be larger
- Having maps at ends of chapters is confusing, would be better if placed with matching text
- Explain what “aging driver” means when listed as contributing factor in crashes
- Explain rationale of listed a sidewalk as a need where there is no development
- Explanation of how data was acquired
- Just because something is feasible does not mean it is also a need
- Suggestion to make some clarifications to the EJ data/maps
- Road (re)construction should plan ahead to incorporate bike/ped infrastructure into the design even if it is not going to be built now lower the cost of retrofitting later

August 21, 2018 BPAC comments and responses on Bicycle & Pedestrian Master Plan

- Why does S Golf Drive get EJ points but Everglades City does not? (DF)
- Need to have inter-county connections along Old US 41 and Livingston Road (JB) Comment also included discussion of EJ Areas in Lee County for considering connections to adjacent communities
  - A FDOT PD&E Study for Old US 41 is currently under way.
- Why use one-mile distance from schools instead of two-mile distance that is used for school busing (AM)
  - Two-mile distance results in a list that is much too long. Using one-mile shortens the list to a more manageable number.
- What about sidewalks that straddle the one-mile distance for local road sidewalks. Perhaps a percentage should be used so that if a sidewalk is X% within the one-mile distance it is included.
  - Plan will allow the MPO flexibility in determining how to treat sidewalks that straddle the one-mile boundary
- Education is important for bicyclists, pedestrians and motorists (AH)
- Question over who has jurisdiction over Goodland. Project on local roads list was not submitted by Marco Island and are part of the unincorporated County.
  - List has been updated with owner and extents
- How will construction feasibility be assessed; how will ROW and drainage issues be addressed (AM)
  - Plan is identifying needs and is not a feasibility assessment which will need to be done before a project is programmed.
- Would like to see more teeth in the policy chapter and more adherence to complete streets policy (DF)
- Is committee moving toward funding RSA, the committee should have a class on RSA (JB)
- Would benefit plan if different sources of funding were leveraged (AM)
- Safety is critical and is for everyone (AM)
- Will plans from the various tribal entities be included in the plan (JB)
- Could a strategic plan be developed that would link additional funding to specific projects (DF)
- Look at the County as a whole, not at its separate parts (AH)
- How will be allocated through the plan (VO)
  - Plan seeks to identify potential additional funding sources and opportunities without prescribing how dollars should be spent outside of treaty safety and EJ as the highest priorities.
- How will we use the plan's list; will there be a call for projects (AM)
  - Plan is identifying greatest needs without prioritizing with this group. Plan could be used in place of call for projects while still allowing jurisdictions flexibility in adding other projects. The degree of flexibility needs to be worked out.
- Cost estimates on page 10 chapter 5 need to be reviewed/updated (JB)
  - Estimates were derived from LRTP and will be updated.
- Resurfacing should be clearly defined. An overlay without any milling may be classified as an overlay and not as resurfacing. (JB)

- The plan will include a clear definition of what constitutes resurfacing from the plan's perspective
  - The plan will make a recommendation to improve the process of coordination with the county to include bike/ped facilities in resurfacing projects
- Chap 1 Page 1 Table 1 why is Everglades City shown as 0% of pop with no vehicle.
  - Double check of data revealed that 0% is incorrect, correct answer is 4%
  - Additional data will be updated to reflect confirmed percentages
- Policy should be to add bike lanes on all resurfacing projects unless that is an engineering or technical reason why they cannot be added. This is opposite to what is currently done. (AM)
- Is Golden Gate Estates being considered in plan (AH)
  - Yes, it is included in unincorporated Collier County
- Local road scoring – Projects should not be penalized if transit is not available as is the case in Everglades City (DF)
- Maps need to be larger (JB)
  - Maps will be larger in final document
- Chap 2 Page 4 last sentence. Change sentence from a negative (“not be listed”) to a positive (“Speed is not listed unless”) (AM)
- Chap 2 Page 3 figures in pie chart to not agree with text (JB)
- Chap 4 Page 1 add percentage of responses to Table (Unk)
- Education – LEP, older folks. Bike Ambassadors (AH, DF)
  - Immokalee – community meetings as training opportunities?
- How are seasonal residents accounted for? (Alan)
- Next steps: Constructability – will there be a worksheet? Importance of feasibility review for projects submitted to the MPO (Alan)
- General discussion about coordination with FDOT
- What is the process, will there be a call for projects? (Alan)
- Discussion about the need for cost/benefit analysis – form it might take? (Alan, JB)
- Opportunity to leverage funding sources (Anthony)
- Discussion about impact of large intersections and 6-lane roads = barriers (DF)
- Possible next step – a strategic plan where project opportunities and possible funding sources are illustrated? (DF)
- Tribal consultation? Andrea mentioned she could help with a Seminole Tribe contact
- Policies to consider: Road size, access management, consolidation of driveways (DF)
- Spending money in Everglades City, Immokalee and Golden Gate shouldn't preclude spending money in the urban areas (DF)
- With the Grant funding many of the Immokalee Projects, does that mean other areas will be higher priority? (Victor)
  - Board, Committee Policy will decide that (Eric)
- Using SU funds for RSA? General agreement and interesting in leveraging funds
- RSA education requested for the BPAC
- Chapter 1:
  - Map caption, update to % Pop/vehicle table, statement about how Census data is only part of the story

- Develop a summary document – 3 maps: Collector and Arterial Pedestrian, Collector and Arterial Bicycle and Local and methodology
- Concern was raised regarding Table 1 in Chapter 1 showing that Everglades City has 0% of the population with zero vehicles. Evidence and first-hand conversations indicate that there are residents without transportation (Patty Huff).
  - Information report is from the Census and depends on self-reporting.
- Map 1 is missing the 2-mile shared use gap on US 41 West of SR 92 (Patty Huff).
- Chapter 6 – instead of saying field review is suggested, text should read “required”. (AM)
- Chapter 6, page 6 – Reference should be to Collier Blvd on Marco Island.
- Local road projects in Everglades City shouldn’t be penalized for not having transit. The community wants to have transit, but it hasn’t been provided. (DF).

**From:** [Jessica Ayerscrane](#)  
**To:** [OrtmanEric](#); [Reginald Wilson \(Reginald.Wilson@flhealth.gov\)](#)  
**Cc:** [McLaughlinAnne](#)  
**Subject:** RE: [EXTERNAL] FW: Bike ped master plan health language  
**Date:** Wednesday, October 3, 2018 1:17:40 PM

---

As a reminder, I am pushing the Commissioners right now to pass a policy/resolution. I'm sending out a complete streets information package to two of the Commissioners today and hoping we can move this along.

**Jessica Crane | Community Policy Specialist, Blue Zones Project - SWFL**

M : 239.404.4924 – [Jessica.ayerscrane@sharecare.com](mailto:Jessica.ayerscrane@sharecare.com)

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**From:** OrtmanEric <Eric.Ortman@colliercountyfl.gov>  
**Sent:** Wednesday, October 3, 2018 10:15 AM  
**To:** Reginald Wilson (Reginald.Wilson@flhealth.gov) <Reginald.Wilson@flhealth.gov>  
**Cc:** McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>; Jessica Ayerscrane <Jessica.AyersCrane@sharecare.com>  
**Subject:** [EXTERNAL] FW: Bike ped master plan health language

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your comments. They will be considered. The extent to which complete streets are included in the plan is still being discussed.

---

**From:** Wilson, Reginald Z <[Reginald.Wilson@flhealth.gov](mailto:Reginald.Wilson@flhealth.gov)>  
**Sent:** Wednesday, October 3, 2018 9:27 AM  
**To:** OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>  
**Cc:** Gomez, Jennifer L <[Jennifer.Gomez2@flhealth.gov](mailto:Jennifer.Gomez2@flhealth.gov)>; Jessica Ayerscrane <[jessica.ayerscrane@sharecare.com](mailto:jessica.ayerscrane@sharecare.com)>  
**Subject:** Bike ped master plan health language

Hi Eric,

Here is some health language for the bike ped master plan!

Thanks,



Reggie Wilson, MS

Healthy Communities Coordinator

Certified Worksite Wellness Program Manager

Florida Department of Health in Collier County

3339 E. Tamiami Trail

Naples, FL 34112

(239) 252-2594

[www.healthycollier.org](http://www.healthycollier.org)

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[\*How was our customer service?\*](#)

[\*Cómo califica nuestra atención?\*](#)

[\*Kouman sèvis kliyantèl nou te ye?\*](#)

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**From:** [Wilson, Reginald Z](#)  
**To:** [OrtmanEric](#)  
**Cc:** [Jessica Ayerscrane](#); [McLaughlinAnne](#)  
**Subject:** Re: Bike ped master plan health language  
**Date:** Wednesday, October 3, 2018 2:01:26 PM  
**Attachments:** [BikePedMasterPlanHealthLanguage2018.docx](#)

---

Thanks Eric,

The Department of Health is solely interested in all-user street design practices that will enhance traffic safety and promote healthy lifestyle choices, in accordance with our mission to protect, promote, and improve the health of all people in Collier County.

I strongly believe that a bike-ped master plan prioritizing health in its vision goals does well to recognize specific elements from the CDC's recommended community strategies and measurements to prevent obesity in the U.S., independent/regardless of policy titles or outcomes.

Sincerely,

**Reggie Wilson, MS**  
**Healthy Communities Coordinator**  
**Certified Worksite Wellness Program Manager**  
Florida Department of Health in Collier County  
3339 E. Tamiami Trail  
Naples, FL 34112  
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**Sent:** Wednesday, October 3, 2018 10:15 AM  
**To:** Wilson, Reginald Z  
**Cc:** McLaughlinAnne; Jessica Ayerscrane (Jessica.ayerscrane@sharecare.com)  
**Subject:** FW: Bike ped master plan health language

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**Bicycle and Pedestrian Master Plan Health Language**  
**To be inserted in Chapter 4- Vision, Goals, Objectives, and Performance Measures, Page**  
**3**  
**(PDF Page 24)**

Being either obese or overweight increases the risk for many chronic diseases (e.g., heart disease, type 2 diabetes, certain cancers, and stroke). Reversing the Collier County obesity epidemic requires a comprehensive approach that uses policy and environmental change to transform communities into places that support and promote healthy lifestyle choices for all Collier County residents. Lack of access to safe places to play and exercise contribute to the increase in obesity rates by inhibiting or preventing healthy active living behaviors.

**Objectives:**

1. Increase physical activity or limit sedentary activity among children and youth
2. Create safe communities that support physical activity

**Strategies:**

1. Increase total miles of designated shared-use paths and bike lanes relative to the total street miles (excluding limited access highways) maintained by a local jurisdiction.
2. Increase total miles of paved sidewalks relative to the total street miles (excluding limited access highways) maintained by a local jurisdiction.
3. Local government has a policy for designing and operating streets with safe access for all users which includes at least one element suggested by the National Complete Streets Coalition (<http://www.completestreets.org>).

In all-user street design policies, such as the Complete Streets program, local governments incorporating at least one of the following elements in a policy will enhance traffic safety and promote healthy lifestyle choices:

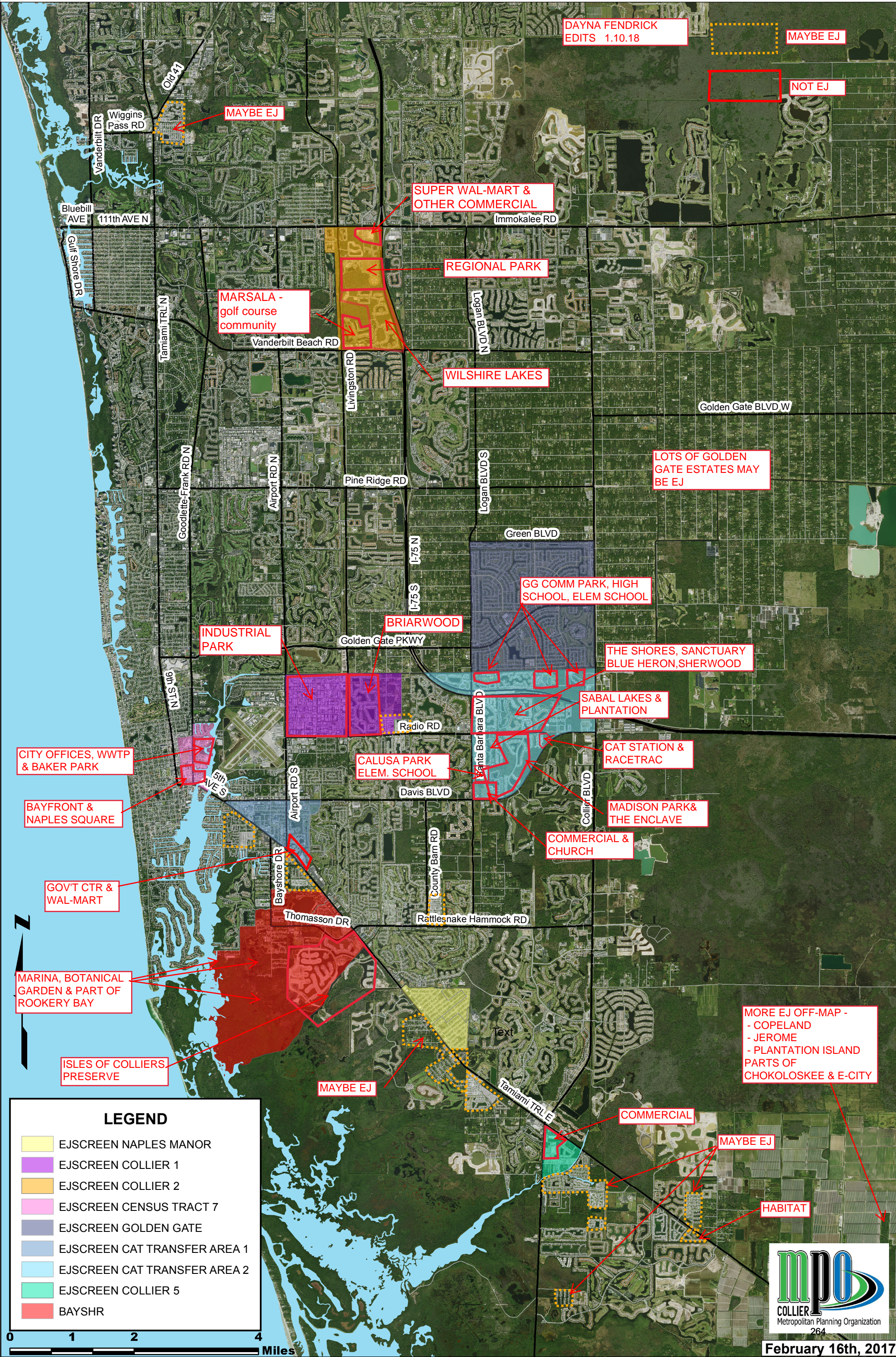
- specifies that "all users" includes pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities;
- aims to create a comprehensive, integrated, connected network;
- recognizes the need for flexibility: that all streets are different and user needs will be balanced;
- is adoptable by all agencies to cover all roads;
- applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way;
- makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions;
- directs the use of the latest and best design standards;
- directs that Complete Streets solutions fit within the context of the community; and
- establishes performance standards with measurable outcomes.

**Reference:**

Centers for Disease Control and Prevention. *Recommended Community Strategies and Measurements to Prevent Obesity in the United States*. Suggested measurements #17, #18, #23 <https://www.cdc.gov/mmwr/preview/mmwrhtml/rr5807a1.htm> (Accessed Oct. 3, 2018)



# EJSCREEN COLLIER COUNTY





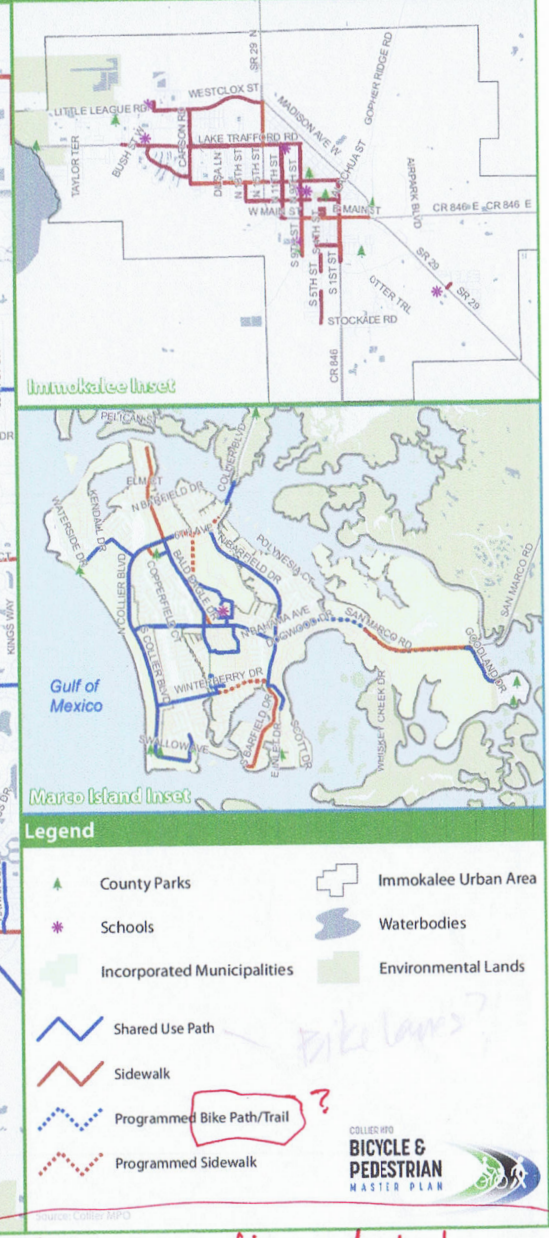
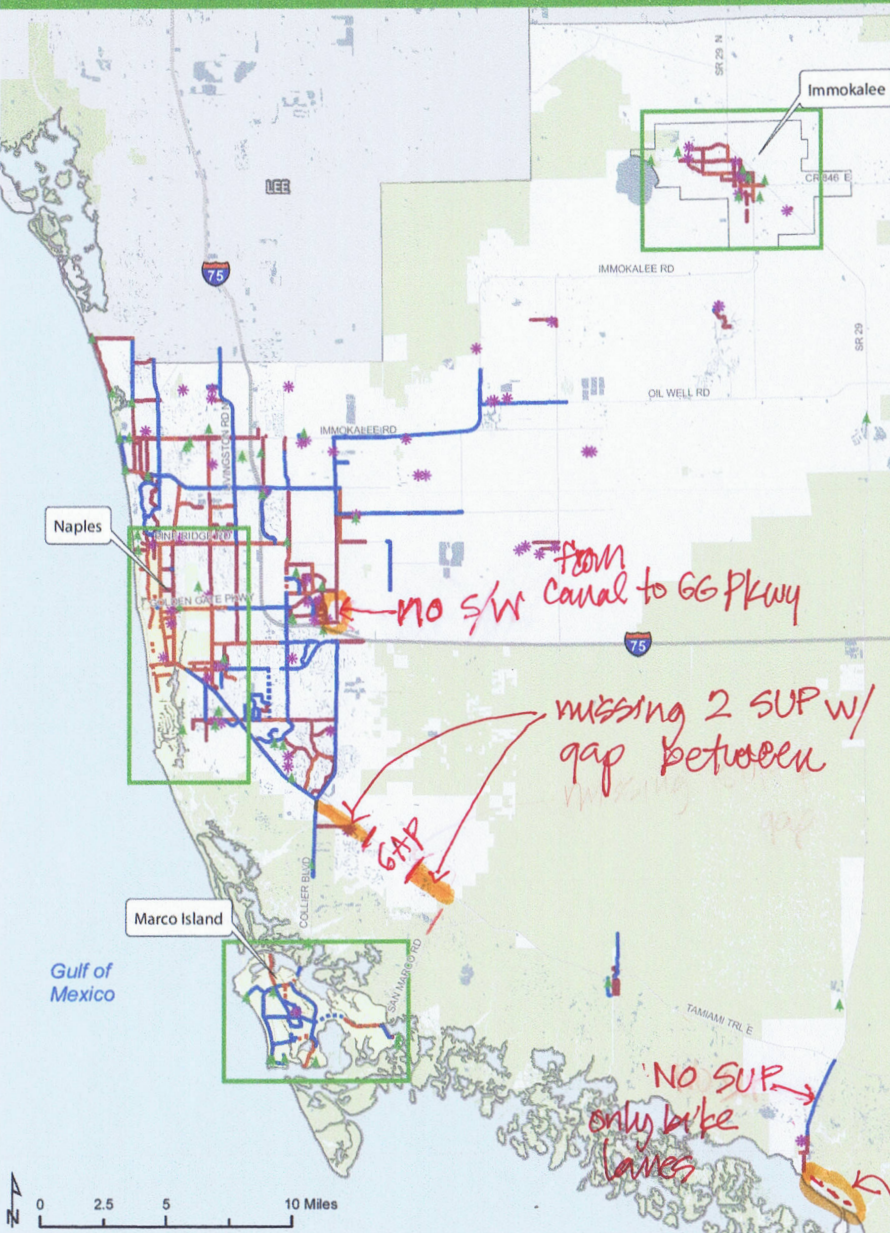
with no EVERGLADES CITY  
INSERT?

Has this map been approved &  
adopted? It is not on website.

## Existing + Committed Pedestrian Facilities

## MAP 2

## Bicycle & Pedestrian Master Plan



DLE comments  
9/18/10

SUP/  
sidewalk on N. side  
of causeway - 6' width

If this is the adopted map,  
it should be corrected & updated.



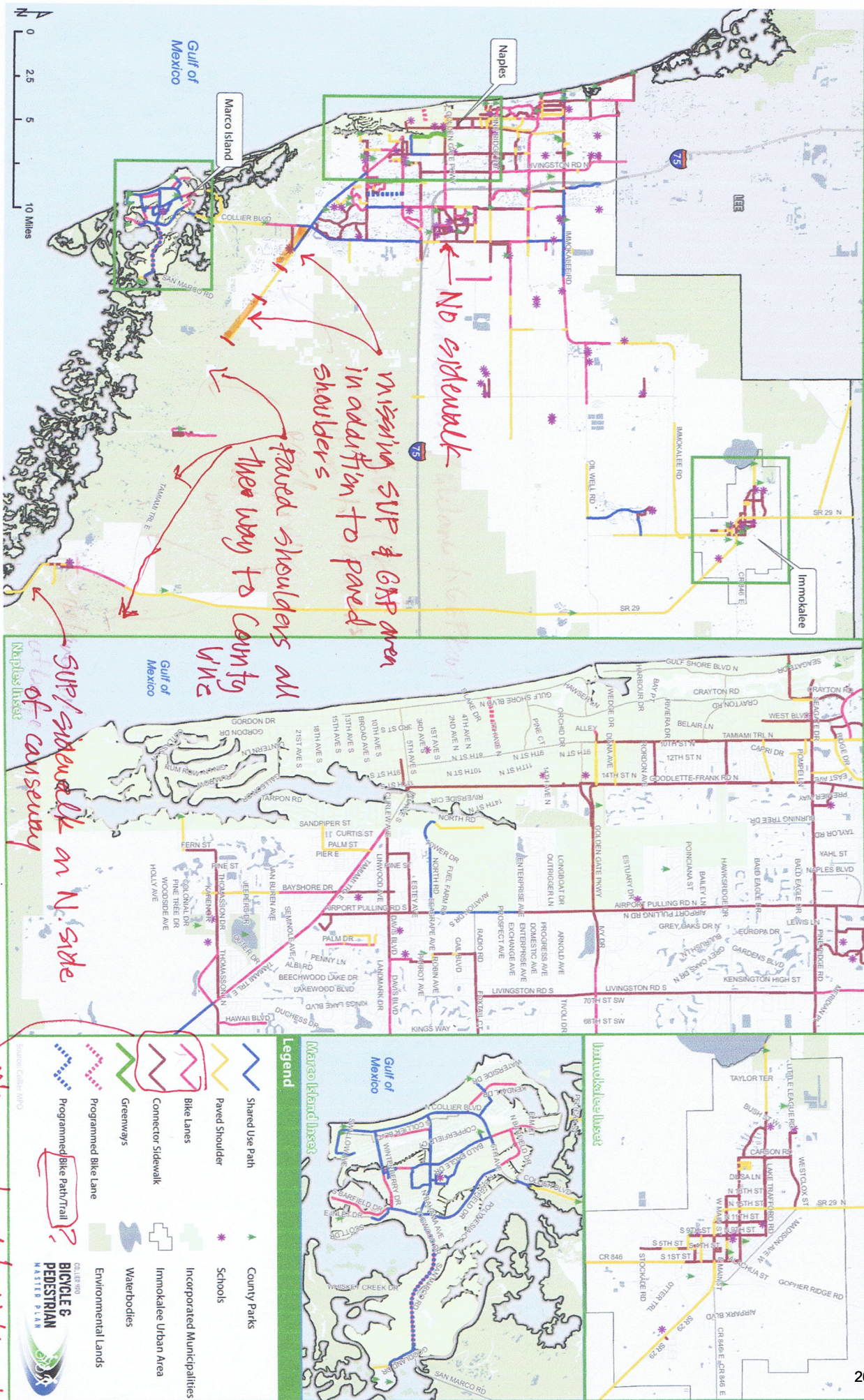
why no sidewalks  
city needs?

is this the adopted map? It is  
not on website.

Existing + Committed Bicycle Facilities

MAP 3

Bicycle & Pedestrian Master Plan



No sidewalk

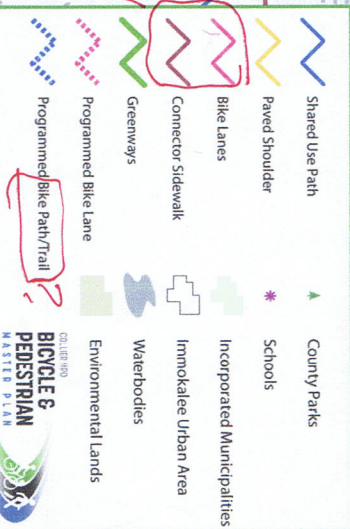
missing SUP & GSP area  
in addition to paved  
shoulders

paved shoulders all  
the way to county  
line

SUP/sidewalk on N. side  
of causeway

DF comments  
9/18/18

colors are hard to distinguish  
Bike lane should be more  
similar to Paved shoulder







map # duplicates - confusing

SUP-2 section in addition to bike lanes

2) Paved Shoulders  
Continue

Paul's shoulders  
continue

Panel  
shoulder

S. side on the

Are we treating Bifelone

**BICYCLE & PEDESTRIAN MASTER PLAN**  
+ *Rare shoulders the same?*

DF comments

9/30/18

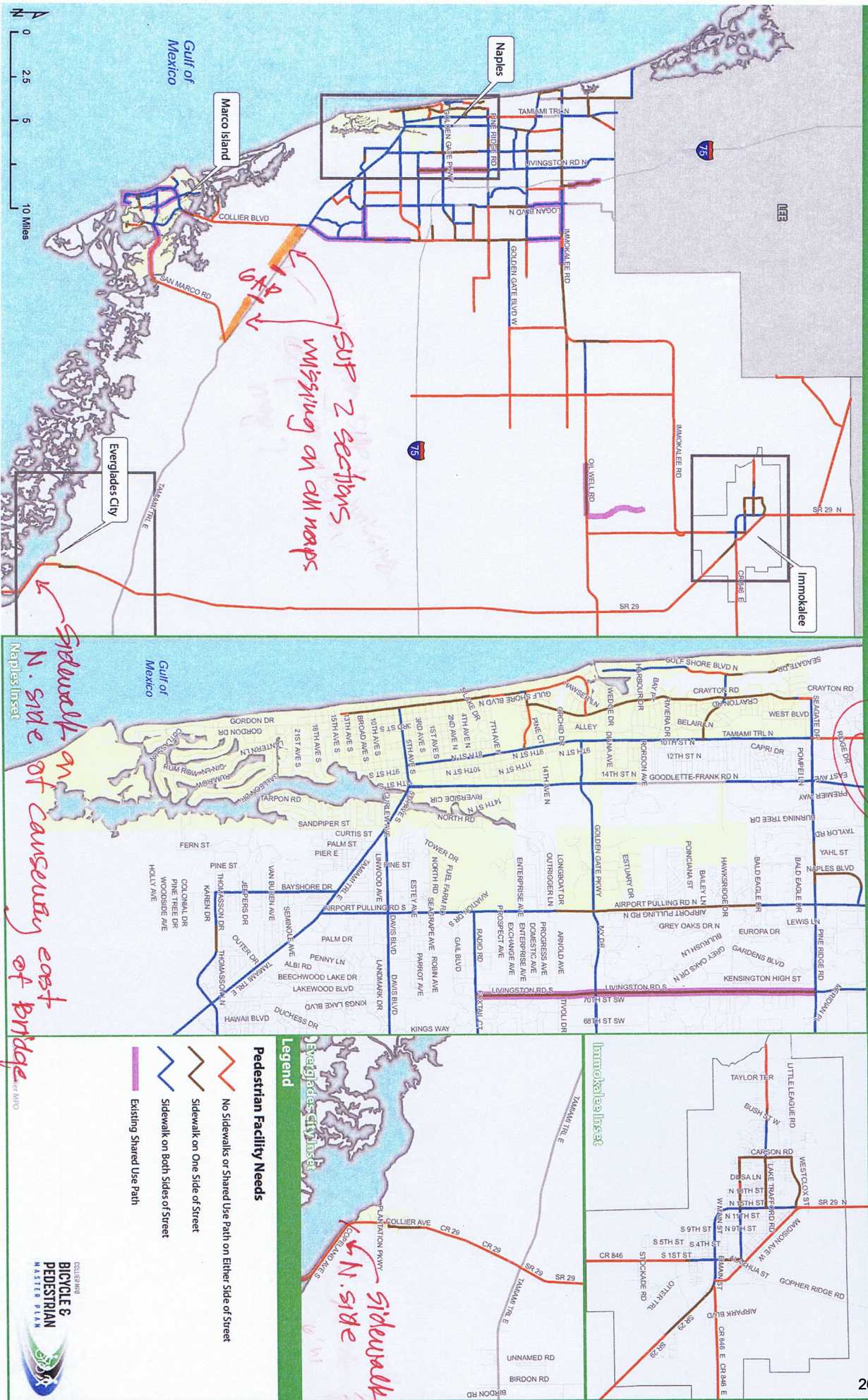


Sidewalk Gaps (all needs on collector and arterial roads)

MAP 3

Bicycle & Pedestrian Master Plan

*map # duplicated*



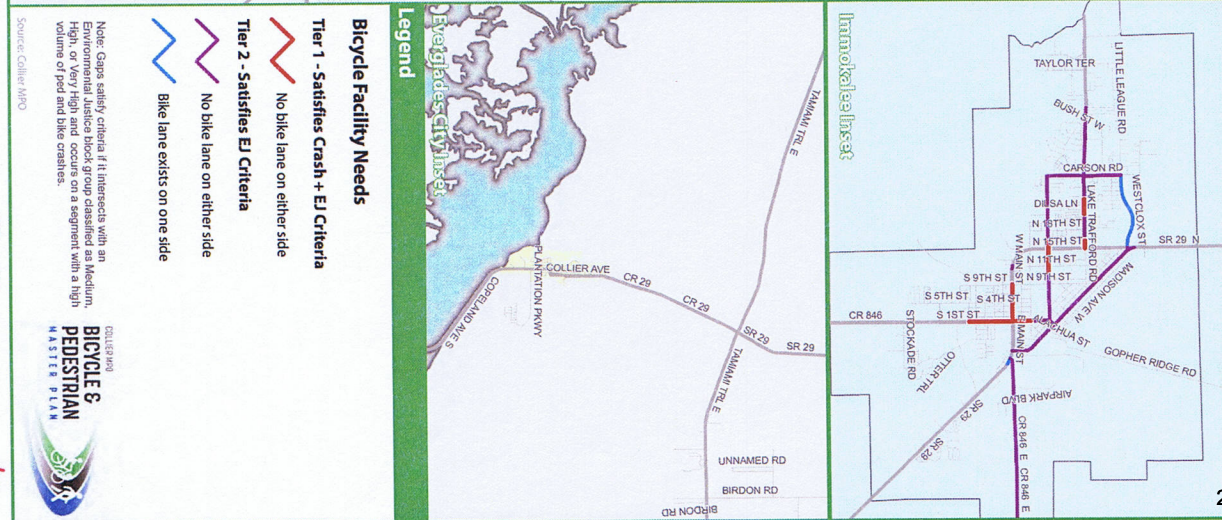
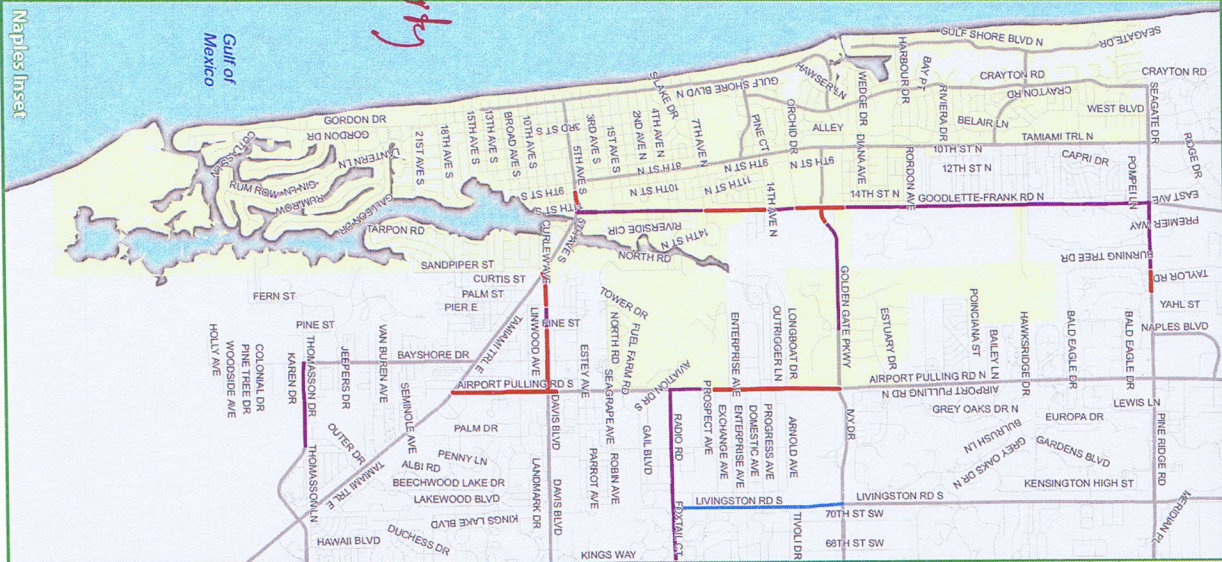
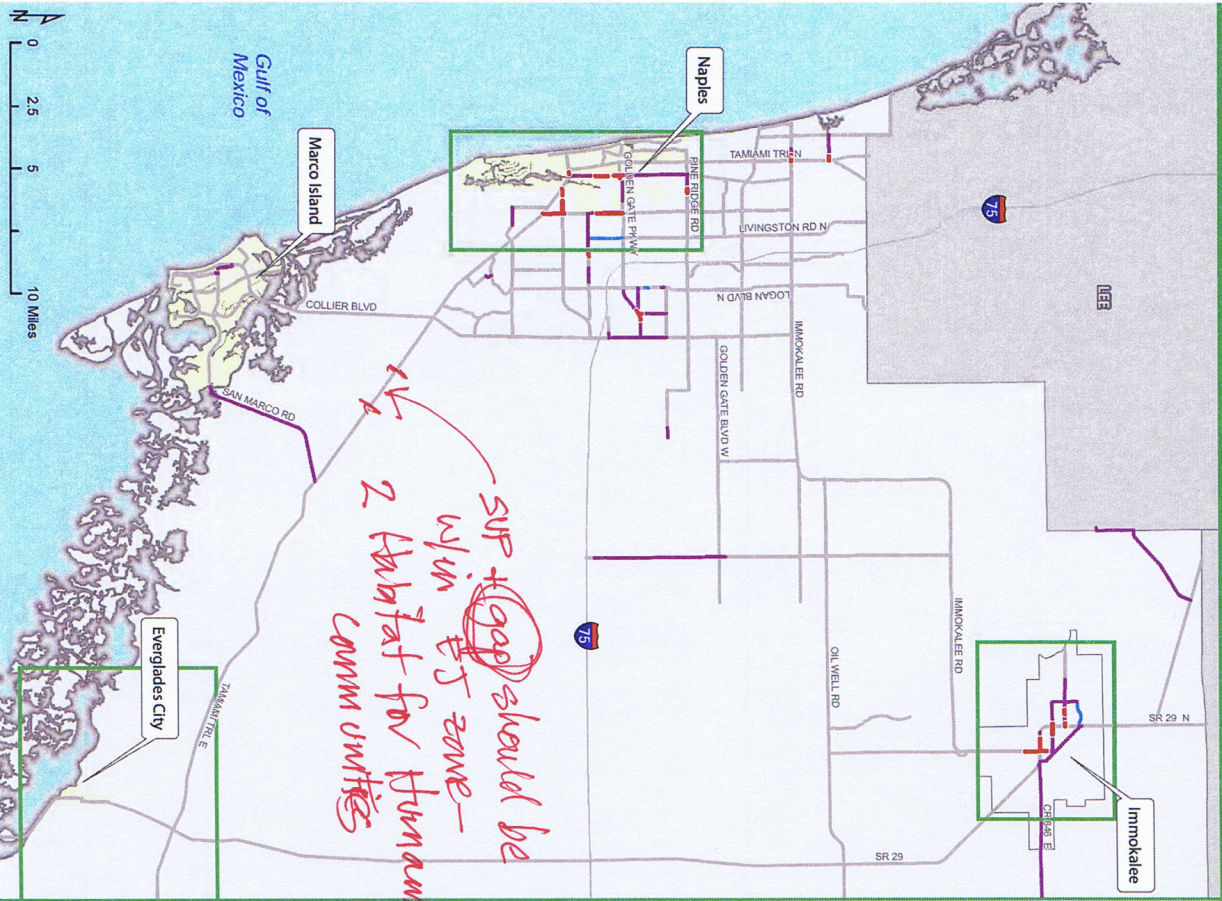
*Plf comments 9/18/18*



# Bike Lane & Shared Use Path Gaps : Collectors and Arterials

MAP 4

## Bicycle & Pedestrian Master Plan



### Legend

#### Bicycle Facility Needs

- ▬ Tier 1 - Satisfies Crash + EJ Criteria  
No bike lane on either side
- ▬ Tier 2 - Satisfies EJ Criteria  
No bike lane on either side
- ▬ No bike lane exists on one side

Note: Gaps satisfy criteria if it intersects with an Environmental Justice block group classified as Medium, High, or Very High and occurs on a segment with a high volume of ped and bike crashes.

Source: Collier MPO

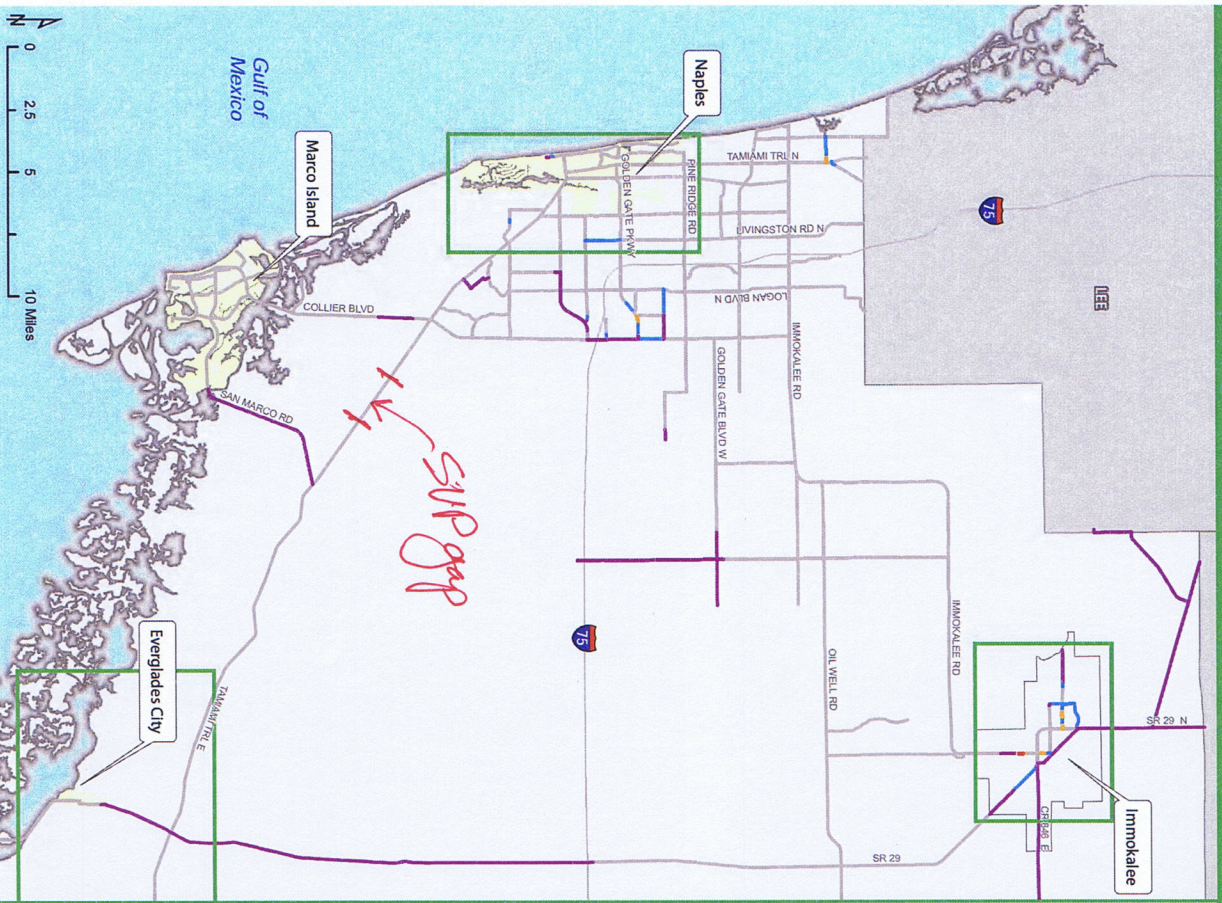


PDF comments  
9/18/18

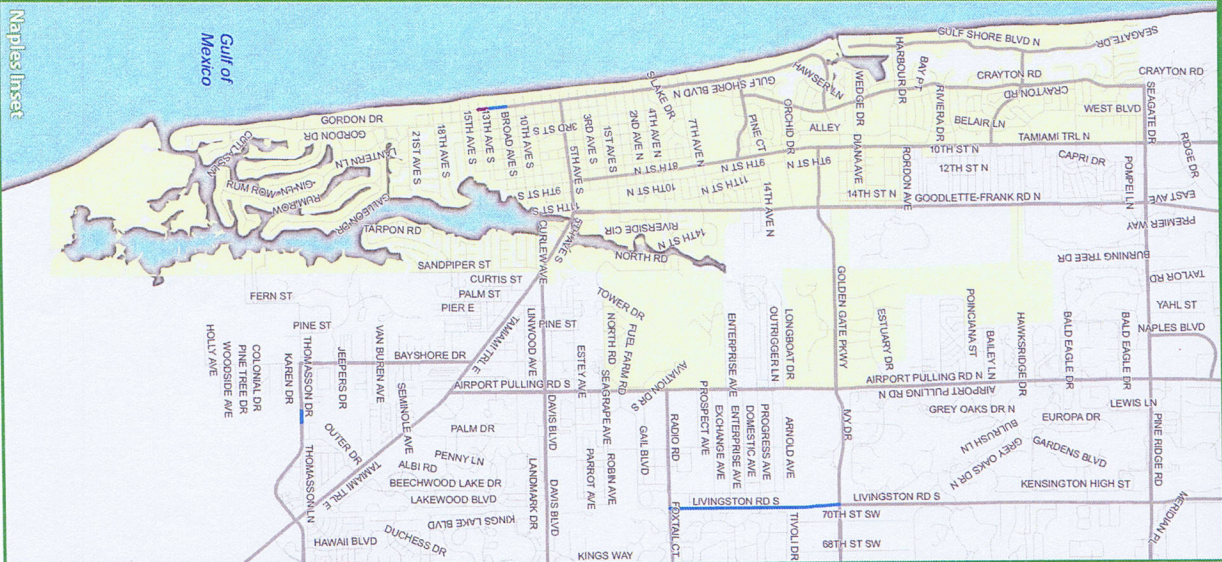


# Sidewalk & Shared Use Path Gaps : Collectors and Arterials

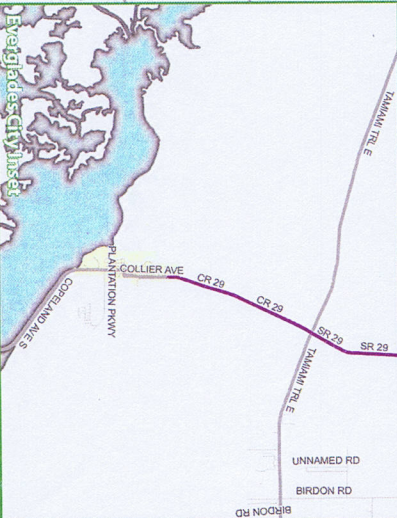
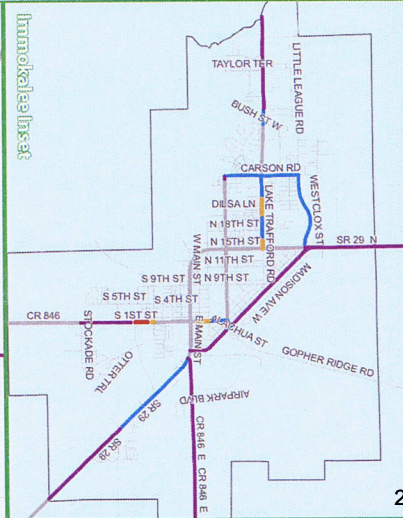
*Crash*  
*453*



## MAP 5



# Bicycle & Pedestrian Master Plan



### Legend

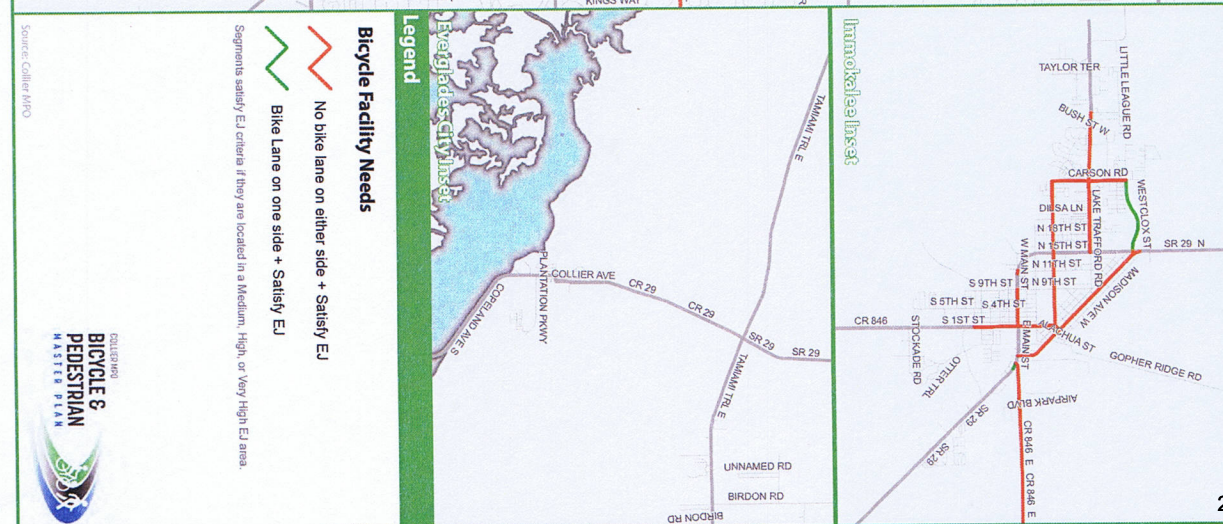
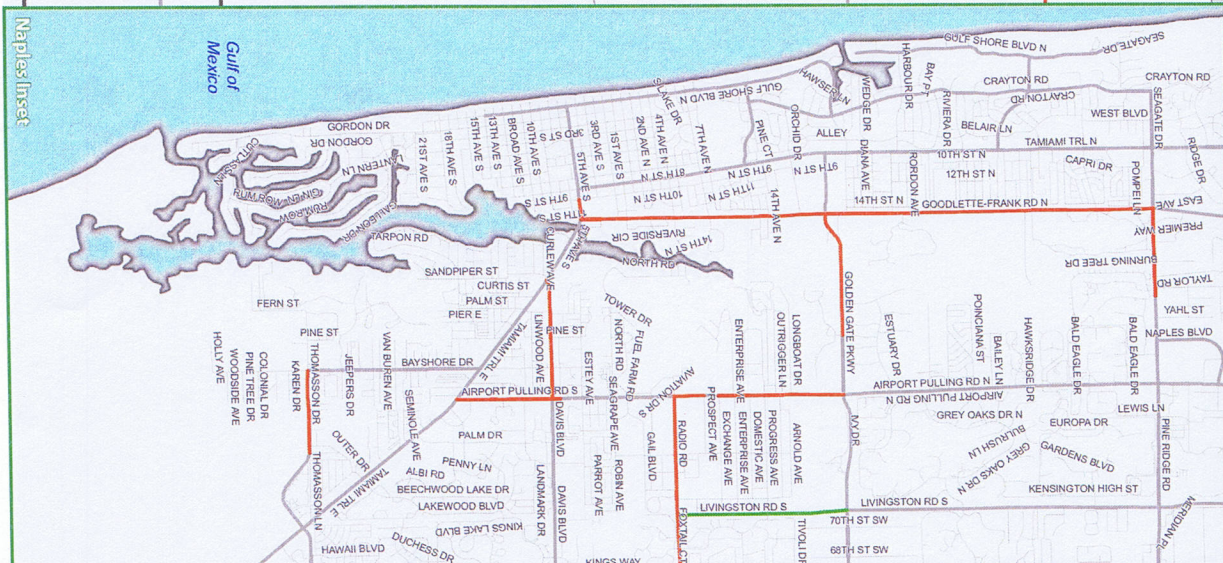
- Pedestrian Facility Needs**
- Tier 1 - Satisfies Crash + EJ Criteria
  - No sidewalk on either side
  - Sidewalk exists on one side
  - Tier 2 - Satisfies EJ Criteria
  - No sidewalk on either side
  - Sidewalk exists on one side



Note: Gaps satisfy criteria if it intersects with an Environmental Justice block group classified as Medium, High, or Very High and occurs on a segment with a high volume of ped and bike crashes.  
Source: Collier MPO

*DF comment*  
*9/18/18*





DT comments  
9/10/18

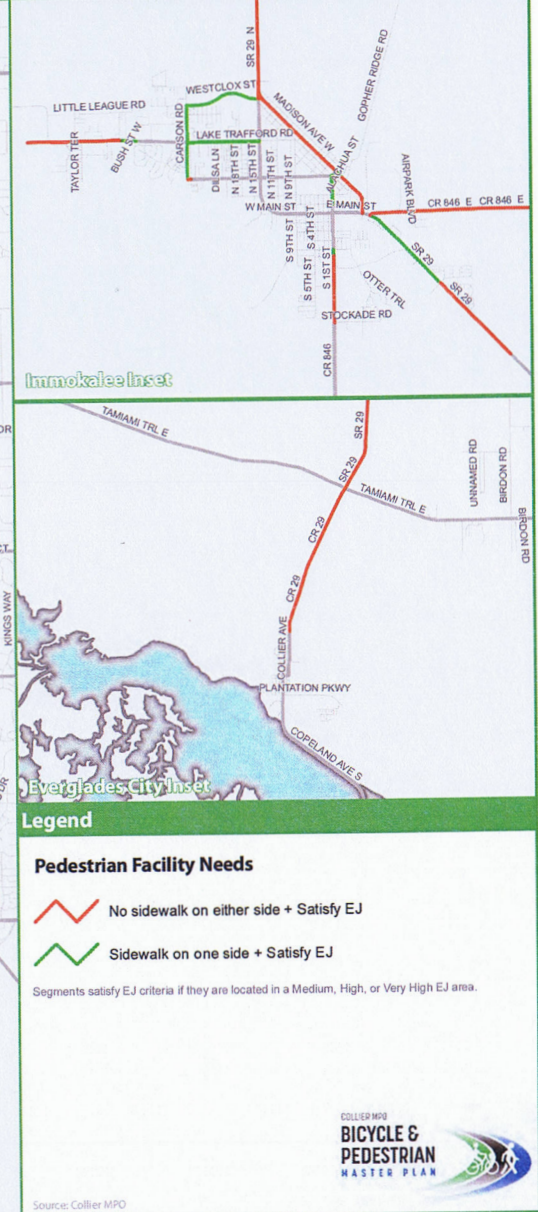
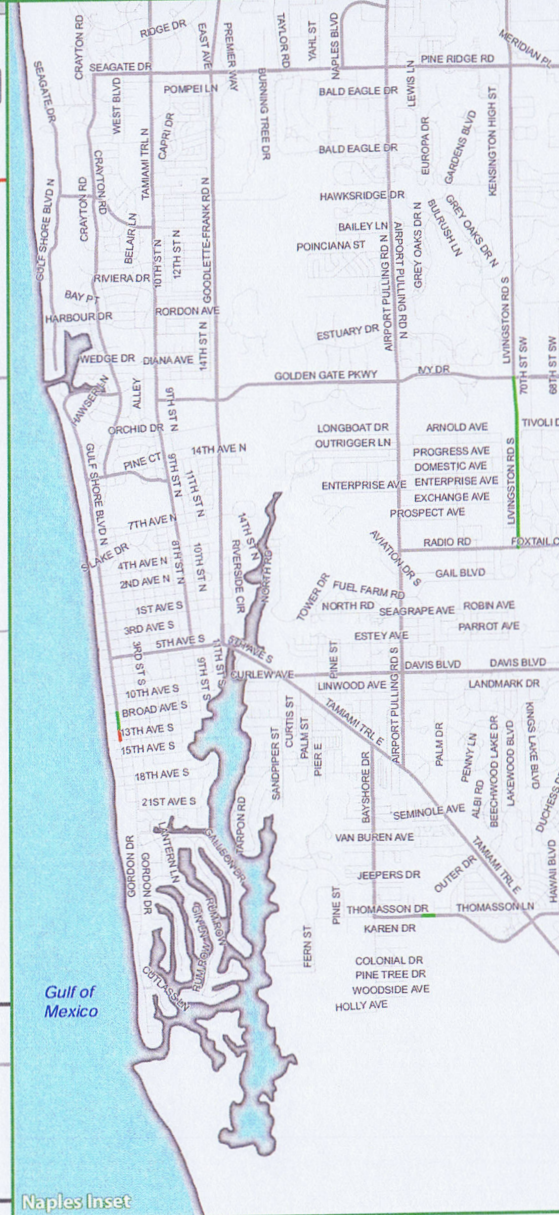
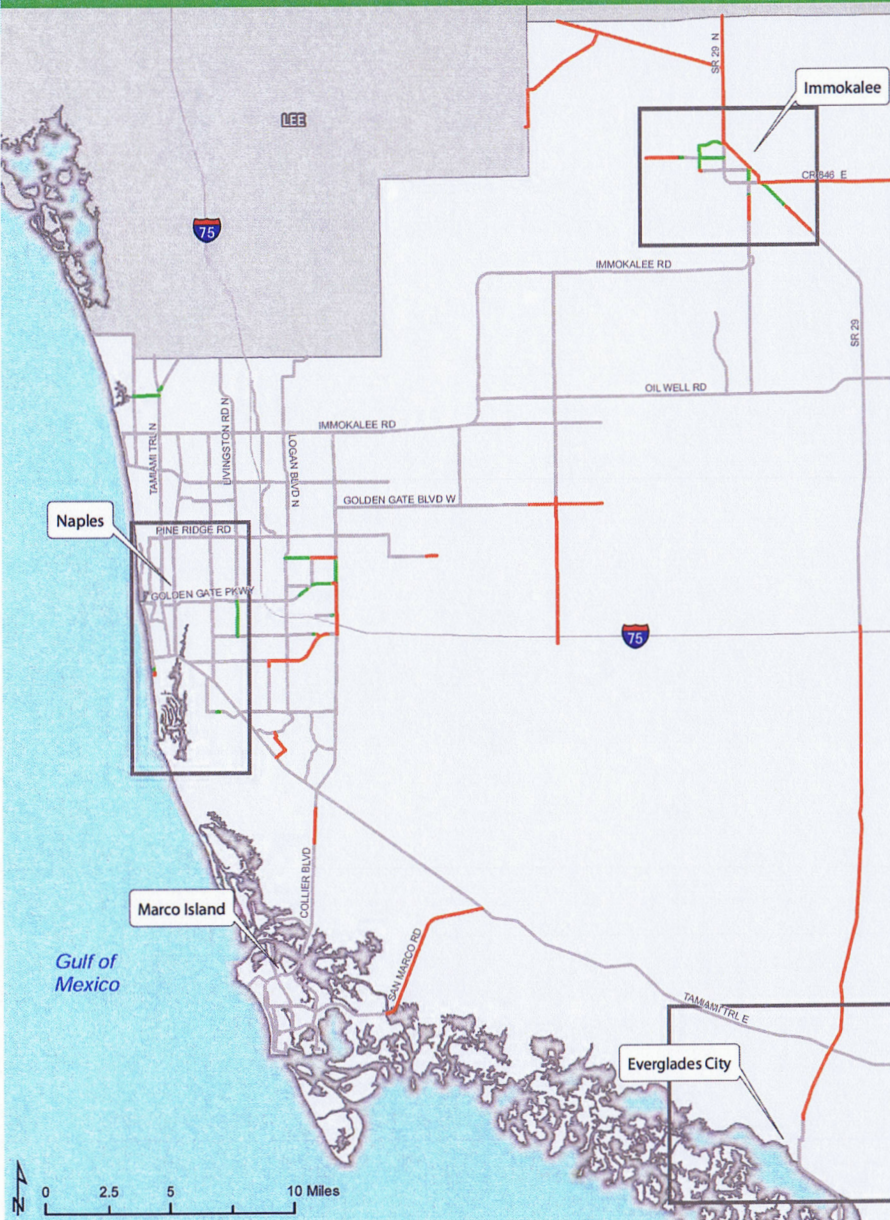


Shouldn't the order of maps go from  
 - Gaps  
 - Gap + EJ then Gap + Crash + EJ?

## Sidewalk & Shared Use Path Gaps + EJ: Collectors and Arterials

MAP 7

## Bicycle & Pedestrian Master Plan



DF comments  
 272  
 9/10/18

## OrtmanEric

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**From:** OrtmanEric  
**Sent:** Tuesday, January 16, 2018 11:51 AM  
**To:** dayna@urbangreenstudio.com  
**Cc:** Jennifer Bartlett; OteroBrandy (BrandyOtero@colliergov.net)  
**Subject:** RE: EJ Map

Good morning Dayna,

The EJ data that we have reported is taken at the Block Group level (Census Block Group U.S. Census Bureau's 2015 American Community Survey). Five EJ factors were used: (1) household income, (2) minority population, (3) % that doesn't speak English, (4) are older than 65, and (5) % of households without access to a vehicle. The block groups were ranked "Low", "Medium", "High", or "Very High" based on how many EJ factors overlap within the block group. The focus will be on areas that are "High" (3 EJ factors) or "Very High" (4-5 EJ factors)

This is a first level screening to identify areas where there may be potential EJ issues. Further analysis at a more refined level would need to be done before any EJ decisions were made. When done at the Block Group level some results may appear to be spurious, e.g., if a block group's population over 65 exceeds the County average by X% it will show up as an EJ area.

Input from you and others is invaluable in helping us identify other potential EJ areas, e. g., the area south of 41 and east of Collier Blvd, that warrant further investigation. Thank you for your ongoing input and participation in MPO endeavors.

Eric

**From:** dayna@urbangreenstudio.com [mailto:dayna@urbangreenstudio.com]  
**Sent:** Wednesday, January 10, 2018 8:08 PM  
**To:** OrtmanEric <Eric.Ortman@colliercountyfl.gov>  
**Cc:** OteroBrandy <Brandy.Otero@colliercountyfl.gov>  
**Subject:** EJ Map

Eric,

Please see attached mark-up of the EJ Screen exhibit. There are several areas that are shown as EJ areas that definitely are not EJ communities, and other EJ areas that are not shown. I marked up the ones that are not EJ in a red outline and the missing areas that may be EJ are marked up in orange dashed outline. The "maybe" areas are my best guess based on local knowledge, not any formal analysis.

If this is going to be a major criteria on which we base decisions to direct funding, I think the map needs to be accurate. Outside of the major known EJ communities such as Immokalee and Golden Gate City, the others tend to be micro- neighborhoods, in pockets. I think a finer screen is needed to capture these communities without including other areas around them that clearly are not EJ.

I know you are busy this week with the GG Walkability study, and I am planning to attend the workshop tomorrow evening.

Thank you,

Dayna L. Fendrick, RLA, AICP  
URBAN GREEN STUDIO



**From:** [dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com)  
**To:** [OrtmanEric](#)  
**Cc:** [Tara Saathoff-Wells](#); [Patricia Huff](#); [Elaine Middelstaedt](#)  
**Subject:** RE: BPAC Meeting Reminder and Agenda Packet Link  
**Date:** Tuesday, August 14, 2018 6:45:50 PM

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Hi Eric,

Thanks, hope you enjoyed a nice vacation. I'll be interested to see what staff was not pleased with on the GG Walkable Community Study.

On another topic, I remain concerned about the accuracy of the EJ (Environmental Justice) map. Is the map that is shown in the Draft plan in the agenda packet still the current one in use? If it is, there are still a number of problems with the map - areas that are clearly not EJ are shown as such, while areas that are very much EJ are not shown. And there are several Everglades area EJ communities that are not represented - Plantation Island, Copeland, Jerome, Chokoloskee, and probably a good portion of Everglades City should qualify. I don't know how familiar you are with these communities, so here's a brief run-down:

- **Plantation Island:** All Mobile Home or Manufactured Home zoning. This area serves as affordable worker housing for permanent folks as well as affordable seasonal/retirement/fishing camps for retirees of modest means. This area was hard-hit in Irma and many trailers have been demolished.
- **Copeland:** Was founded as a logging camp for the workers when the Fakahatchee Strand was logged out in the 40's and 50's. It was also a pre-dominantly black community in the Jim Crow era, when Everglades City was a sun-down town. It is now more balanced in race, but is still a low-income rural community.
- **Jerome:** Also a former logging community, and it experienced a true environmental catastrophe; when they were shutting down the sawmill in 1956, a fire got started and consumed every building, including the creosote pit. The ground water was contaminated, and to this day the residents cannot use their well water for drinking. The Collier family later bought the land and assumed the liability for the water, and still are obligated to deliver bottled water to the few families that remain. If this doesn't qualify as an EJ community, I don't know what should.
- **Chokoloskee:** A mix of single family homes, condos, mobile homes, manufactured home and RV Resort (Outdoor Resorts). Similar to Plantation, in that it provides a lot of the affordable housing for permanent residents and seasonal workers.
- **Everglades City:** There are several mobile home parks and older cottages that were affordable for permanent and seasonal residents that were destroyed in Irma.

I believe these areas should meet a number of the EJ criteria - low income, over 60, non English-speaking, minority population, transportation disadvantaged. With the local economy being based on eco-tourism and the stone crab industry, much of the work force is seasonal and minority population.

Aside from the Everglades area not being represented on the map, I am concerned that the lack of accurate EJ data will become a fatal flaw for this Bike Ped Master Plan. Similar to how the safety data was lacking in the 2012 Comprehensive Pathways Plan, which undermined confidence in the plan. If the intent is to direct facilities toward the EJ communities, inaccurate information could actually have an inverse effect and direct facilities towards non-existent EJ areas and away from actual EJ communities. I understand if the MPO is constrained by budget and the scope for the consultant preparing the BPMP. However, I think the MPO needs to recognize the limitations of the Census block data and find ways to address the anomalies that are cropping up, and to ground-truth the findings with local knowledge. Since the EJ status is one of the top 2 criteria for directing funding, we need to get this right.

I will mark up the EJ map that was supplied in the BPAC agenda package to illustrate where there are obvious issues and send it later this week for your review.

Thank you,

Dayna L. Fendrick, RLA, AICP

URBAN GREEN STUDIO

Office: 239-263-4029  
Cell: 239-777-5806  
[dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com)

P.O. Box 111841  
Naples, FL 34108

----- Original Message -----

Subject: RE: BPAC Meeting Reminder and Agenda Packet Link  
From: OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>  
Date: Tue, August 14, 2018 1:39 pm  
To: "[dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com)" <[dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com)>

Dayna,

I have been on vacation in Maine. Attached is a summary for the second stakeholder meeting. As to the BPAC May meeting, our attorney has said that if there is no quorum, there is no meeting and therefore no minutes.

The "meeting" lasted five minutes. The sole item on the agenda was to endorse the GG Walkable Comm Study. Staff was unhappy with the final report and decided to pull it from the agendas of all the advisory committees. The report is being re-written and be on a future agenda for all committees/Board. So, you really didn't miss anything.

Eric

**From:** [dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com) <[dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com)>  
**Sent:** Thursday, August 9, 2018 7:27 PM  
**To:** IntriagoKaren <[Karen.Intriago@colliercountyfl.gov](mailto:Karen.Intriago@colliercountyfl.gov)>  
**Cc:** OrtmanEric <[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>; OteroBrandy <[Brandy.Otero@colliercountyfl.gov](mailto:Brandy.Otero@colliercountyfl.gov)>  
**Subject:** RE: BPAC Meeting Reminder and Agenda Packet Link

Hi Karen,

Welcome to the MPO, and I look forward to meeting you at the BPAC meeting.

Are there any minutes or summary of comments from the May 21st meeting with stakeholders to review the draft Bike Ped Master Plan? Since I wasn't able to attend due to vacation, it would be helpful to see what was discussed at that meeting. And are there any minutes from the BPAC special meeting that was held that same day? I understand that a quorum was not attained, but wouldn't there still be minutes?

Thank you,



Dayna L. Fendrick, RLA, AICP  
URBAN GREEN STUDIO

Office: 239-263-4029  
Cell: 239-777-5806  
[dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com)

P.O. Box 111841  
Naples, FL 34108

----- Original Message -----

Subject: BPAC Meeting Reminder and Agenda Packet Link  
From: IntriagoKaren <[Karen.Intriago@colliercountyfl.gov](mailto:Karen.Intriago@colliercountyfl.gov)>  
Date: Thu, August 09, 2018 3:48 pm  
To: McLaughlinAnne  
<[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>  
Cc: OteroBrandy <[Brandy.Otero@colliercountyfl.gov](mailto:Brandy.Otero@colliercountyfl.gov)> ,  
OrtmanEric  
<[Eric.Ortman@colliercountyfl.gov](mailto:Eric.Ortman@colliercountyfl.gov)>

Dear BPAC Members,

This email serves as a reminder that the Bicycle & Pedestrian Advisory Committee (BPAC) of the Collier Metropolitan Planning Organization (MPO) will meet on **Tuesday, August 21<sup>st</sup>** at 9:00 a.m. in the Collier County Growth Management Division Conference Rooms 609/610, 2800 North Horseshoe Drive Naples, FL 34104. Please let me know by separate email if you are unable to attend. **Please note that the Collier MPO has moved to an electronic format for all agenda packets. You will no longer receive a hard copy of the packet unless you have specifically requested one.** Please contact the MPO staff directly for any questions or concerns you may have.

To access the agenda packet electronically, select the following link:

<http://www.colliermpo.org/index.aspx?page=16&recordid=1152>

This is a one-way transmittal. Please do not reply to all.

Respectfully,

*Karen Intriago*

## Administrative Assistant



*Collier MPO*

**NOTE: Email Address Has Changed**

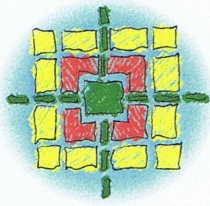
2885 South Horseshoe Drive, Naples, Florida 34104

Phone: 239.252.5814

[Karen.Intriago@colliercountyfl.gov](mailto:Karen.Intriago@colliercountyfl.gov)

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## Comments on the Bike/Ped Master Plan Draft

9/21/18

I started out with a much longer list, but have edited it to these general comments after reading the County comments, with which I concur and don't need to duplicate. Since the County comments were more technical in nature, I will comment on broader conceptual issues.

### EJ MAPS

I have previously expressed my concerns with the EJ maps and the fact that they are not accurate. It is my opinion that the Census Block Group level of analysis is not adequate, and we should have additional filters and local knowledge applied. Since EJ is one of the two foundational criteria from which the plan is derived, this is troubling. The inaccuracy of the EJ maps throws the rest of the maps into question.

### CRITERIA

This plan identifies the two main criteria as Safety and Equity. This approach is laudable, but I think it is missing some other necessary elements that should be considered if our goal is to create a connected network that benefits the most people. Mainly, destinations and population density. Where are people going, and where are they coming from? The previous 2012 Comprehensive Pathways Plan (CPP) included an analysis of destinations, including employment centers (work), shopping, government services, schools, parks, transit, etc. The plan also assigned buffers to the destinations based on walking and biking distances. The Needs list was based on proximity to the destinations, and the neighborhoods from which people originated.

This plan and set of maps is not real clear about how it is to be used to establish a Needs list, set priorities and select projects. If I understand it correctly, the Gaps represent Needs? And the EJ plus Crash criteria are layered on the Gaps to create Tiers, such as:

Gaps + EJ + Crash = Tier 1

Gaps + EJ = Tier 2

Gaps = Tier 3

On the maps, Gaps are equated to Needs - however, the two do not necessarily correlate directly. Not all Gaps are Needs. The destinations need to be understood in order to differentiate between a Gap and a Need. An example of this is on Maps 5 & 7, where SR 29 is shown as a Tier 2 Sidewalk Need, when there are few destinations within walking distance. Yes, there is a Sidewalk Gap on SR 29 but is there really a Need? How many people walk from Immokalee to Everglades City? Many people bike this route, but few walk it.

And Safety is not necessarily location or facility-specific - as discussed many times in the BPAC meetings, the solution is not always to add facilities in the crash area. Sometimes the solution is to trim the hedge blocking the sightline, or shift the bike/ped traffic to a safer parallel route, add a mid-block crossing or



consolidate driveways. The appropriate solution isn't known until an RSA is done. So it would be difficult to summarize a specific project Needs list simply based on crash locations.

The result of having only Safety and Equity as criteria results in the Tier 1 segments as shown on Maps 4 & 5 – many of which are isolated and not getting us any closer to a connected network. The lack of destination locations prevents us from identifying the segments that are important to connect.

It is not clear how the Local roads are to be prioritized vs. the Collectors & Arterials – which are to take precedence? Obviously, the Local roads are not where the crashes happen, and they would serve a much smaller number of people. Is the intent to position the Local Roads for a certain type of funding – SRTS, etc?

#### PUBLIC INVOLVEMENT

How are the 600+ comments generated from the online map going to be documented and represented? Will there be a map referencing the comments in an Appendix? Aside from just drawing broad conclusions about safety & connectivity, were comments about specific safety concerns and locations taken into consideration on any of the maps? If a specific location generated a high number of comments, how are those comments reflected in this plan?

#### GENERAL

The Greenway section neglected to mention the Rookery Bay Greenway, which has been discussed and was previously shown on the Regional Non-Motorized Transportation Systems Map.

Suggest that once the plan is finalized, that we create a Strategic Plan which would match up particular Needs list segments with appropriate potential funding sources. And then prioritize projects in order to have projects vetted and ready to submit when various grant funding cycles come around.

Suggest we create a RRR Map of roads that are known to be constrained, where the only potential way to add facilities is through restriping. Coordinate this map with Road & Bridge maintenance, so they have lead time to get any necessary design work done ahead of the actual resurfacing schedule.

#### EXISTING FACILITIES ON US 41 & SR 29

Per the 8/27/18 TAC meeting minutes:

Ms. McLaughlin stated that the bike lanes on US 41 between San Marco Road and SR 29, and on SR 29 from Everglades City to Immokalee will be removed from all maps in the plan. This removal is a result of consultation with the Miccosukee Tribe last year when the Board was discussing the River of Grass Greenway. Their identification as need in this draft was in error because it contradicts the Board resolution and the Board's Government to Government communications policy in that the Tribe has not been consulted.

I strongly object to this, on several points:

1. The bikes lanes on US 41 and SR 29 **are not identified as needs – they are existing.**
2. The decision the Board made was to take the line for the existing shoulders off of the Regional Non-Motorized Transportation Systems Map. Their decision was specific to that map; I don't

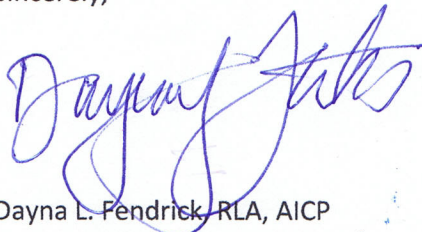
believe their intent was to replicate that on every document going forward, or that they were aware of that implication.

3. The Board subsequently did not even endorse or adopt the Regional Map - so how is a map that was not adopted being used as a constraint on all other maps??
4. Not showing the existing shoulders would be very detrimental to Everglades City, Immokalee and the other rural areas. Everglades City did not have good representation on the Board at the time.
5. The Existing + Committed Facilities Maps (Map 2 & 3) is a planning analysis document. If you can't show existing facilities accurately, you are undermining the resulting analysis and planning process.
6. It would be highly irresponsible for the MPO, as a public agency, to put out an inaccurate and misleading plan for public use.
7. Why not just set up a consultation with the Tribe to review the map? To be clear – **there are no proposed facilities on US 41 or SR 29 on these maps** – these are existing facilities.

#### MAP CORRECTIONS

I have redlined several of the Maps with corrections, attached.

Sincerely,



Dayna L. Fendrick, RLA, AICP  
Bicycle Pedestrian Advisory Committee member  
URBAN GREEN STUDIO



**Legend**

EJ Rank

- Low
- Medium
- High
- Very High

Source: Collier MPO, ACS 2015

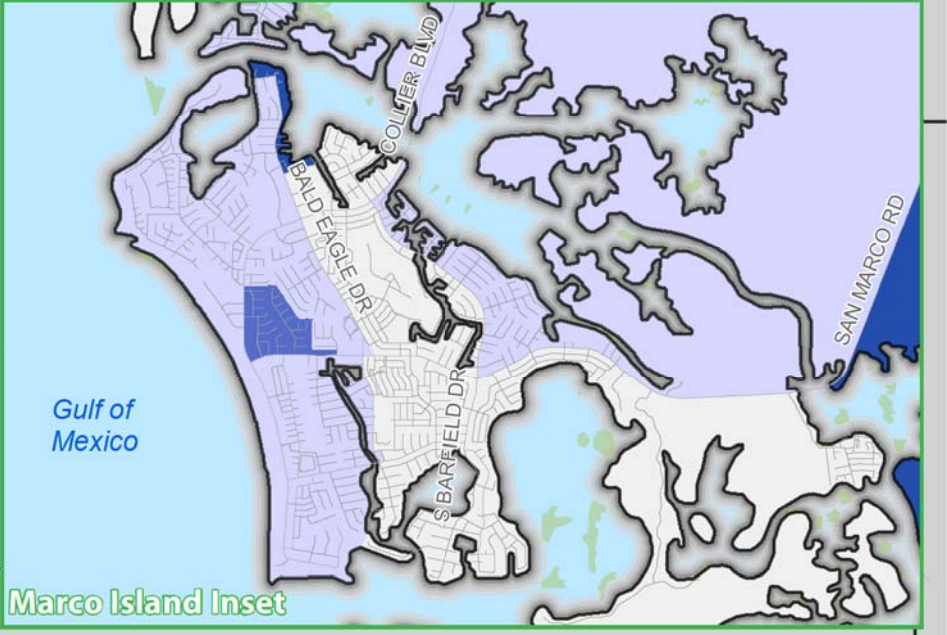
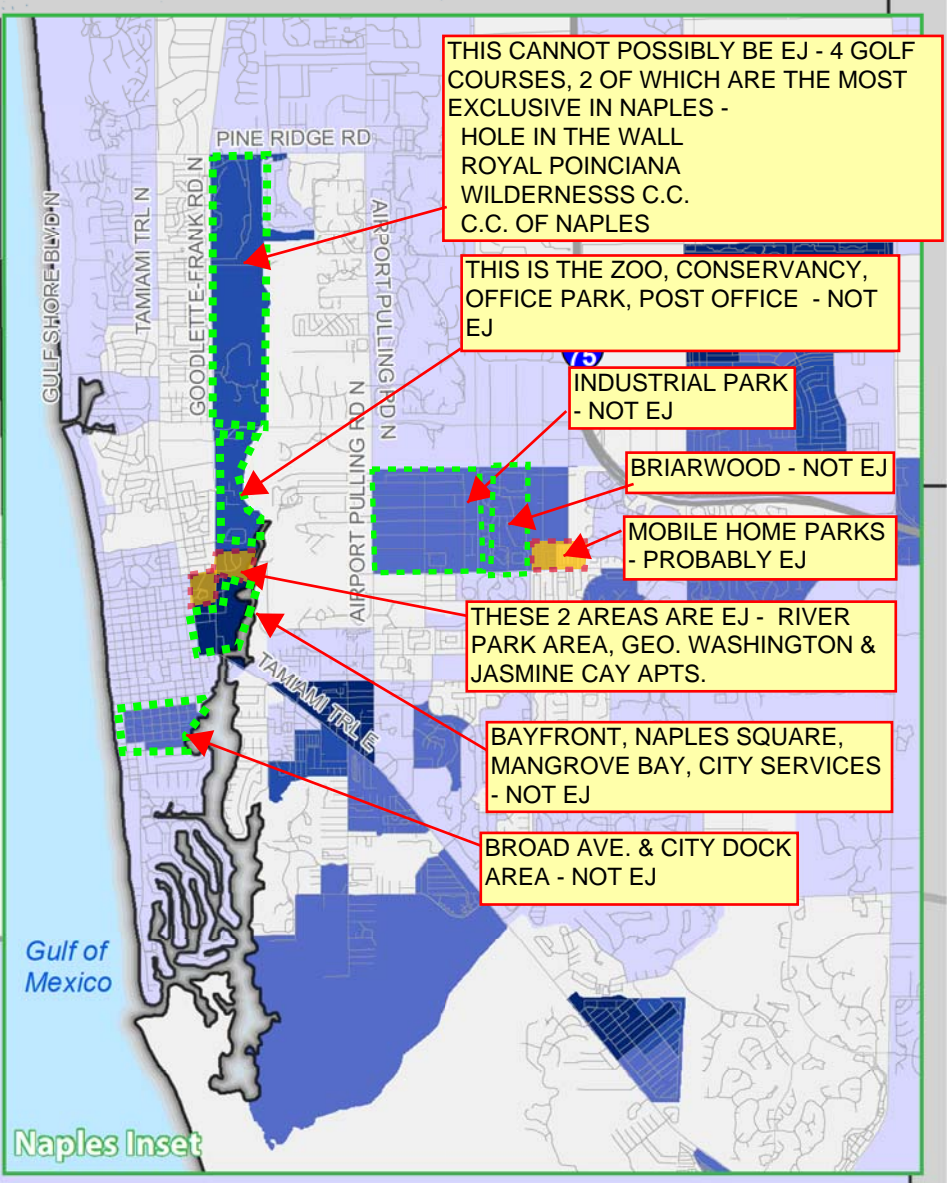
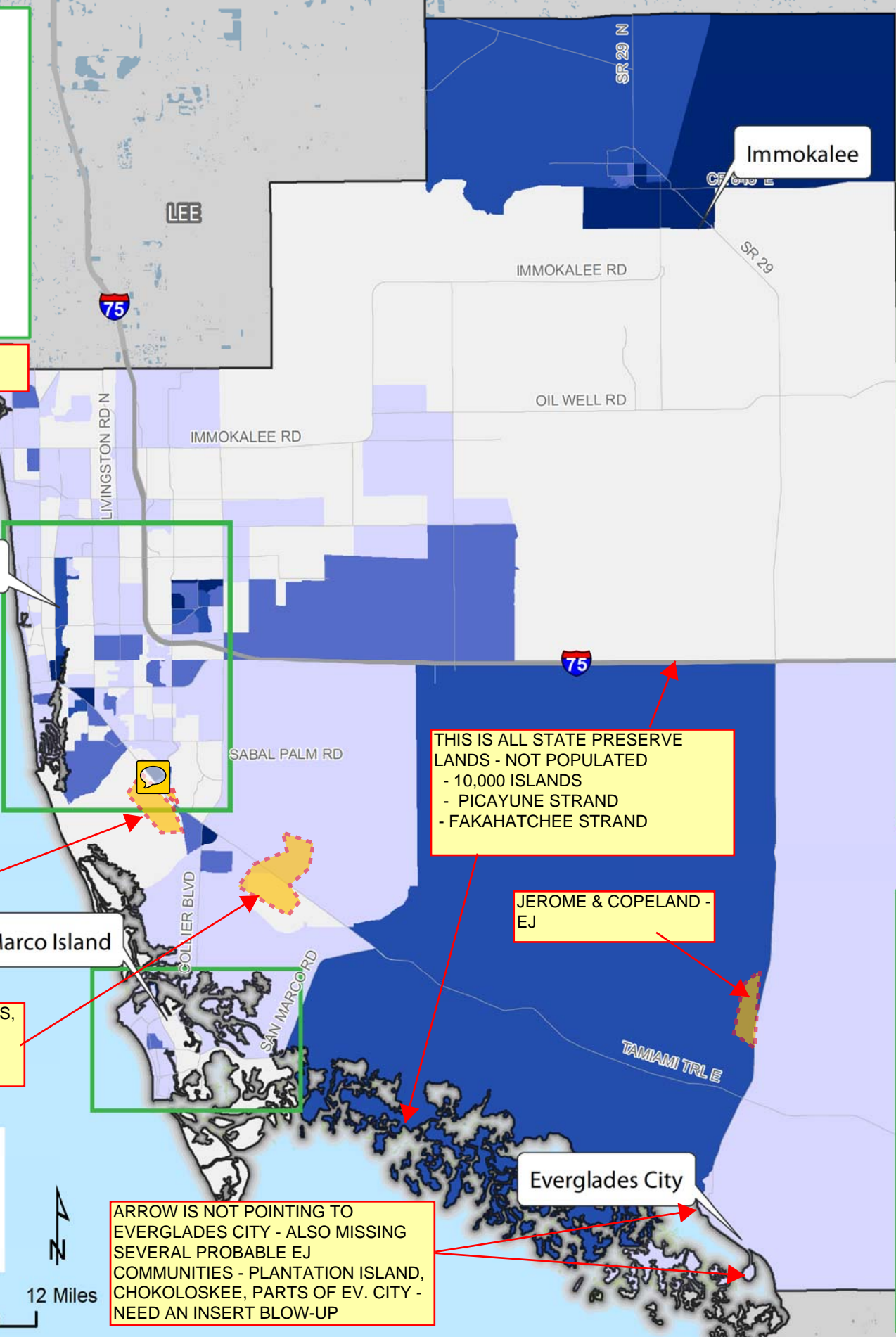
DAYNA FENDRICK EDITS  
8/15/18

LIKELY EJ

NOT EJ

MISSING SEVERAL  
MOBILE HOME PARKS,  
WHISTLER'S COVE  
APTS (HUD) - EJ

2 HABITAT COMMUNITIES,  
OTHER RURAL MOBILE  
HOME/SINGLE FAMILY -  
PROBABLY EJ



ARROW IS NOT POINTING TO  
EVERGLADES CITY - ALSO MISSING  
SEVERAL PROBABLE EJ  
COMMUNITIES - PLANTATION ISLAND,  
CHOKOLOSKEE, PARTS OF EV. CITY -  
NEED AN INSERT BLOW-UP

**Subject:** FW: Pedestrian bridge- GG Parkway at Goodlette Road

**From:** McLaughlinAnne

**Sent:** Wednesday, November 28, 2018 8:58 AM

**To:** OrtmanEric <Eric.Ortman@colliercountyfl.gov>

**Subject:** FW: Pedestrian bridge- GG Parkway at Goodlette Road

Here's another public comment we've received somewhat indirectly – Collier County Parks and Rec would like to build a ped bridge over GG parkway connecting Freedom Park to the Gordon River Greenway. Diane Flagg, Chair, Economic Recovery Task Force started the email chain and appears to be in support of the proposal.

This is a location TO could locate on the public input map. We'll have to point out to Wally any written comments that lend themselves to being mapped.

Anne McLaughlin  
Executive Director  
Office: 239-252-5884  
Cell: 239-919-4378  
2885 South Horseshoe Dr.  
Naples, FL 34104  
[www.colliermopo.com](http://www.colliermopo.com)  
[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)

---

**From:** WilliamsBarry

**Sent:** Wednesday, November 28, 2018 8:32 AM

**To:** 'Dana Souza' <[DSouza@naplesgov.com](mailto:DSouza@naplesgov.com)>; Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>

**Cc:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>; Bill Moss <[bmoss@naplesgov.com](mailto:bmoss@naplesgov.com)>; CarnellSteve <[Steve.Carnell@colliercountyfl.gov](mailto:Steve.Carnell@colliercountyfl.gov)>; BishopMargaret <[Margaret.Bishop@colliercountyfl.gov](mailto:Margaret.Bishop@colliercountyfl.gov)>; Ellie Krier <[Ellie@ekc-inc.com](mailto:Ellie@ekc-inc.com)>; ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>

**Subject:** RE: Pedestrian bridge- GG Parkway at Goodlette Road

Dana/Diane,

Thank you for your email. There is definitely a desire for a connection between the parks, but we do not currently have funding dedicated for the span. We have sought state funding in the past, but have been unsuccessful to date. We did design both parks with the ability for a span, i.e., landing zones on each side of the parkway, but haven't been successful in securing funding for design, permitting, or construction of the project.

Would welcome the opportunity to meet and discuss further if you like.

Again, thanks for the attention to this concept.

Barry

---

**From:** Dana Souza <[DSouza@naplesgov.com](mailto:DSouza@naplesgov.com)>

**Sent:** Tuesday, November 27, 2018 4:36 PM

**To:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>

**Cc:** WilliamsBarry <[Barry.Williams@colliercountyfl.gov](mailto:Barry.Williams@colliercountyfl.gov)>; McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>; Bill Moss <[bmoss@naplesgov.com](mailto:bmoss@naplesgov.com)>

**Subject:** RE: Pedestrian bridge- GG Parkway at Goodlette Road

Diane – Thank you for your email. Any project that would connect Freedom Park and the Gordon River Greenway (across or over Golden Gate Parkway) would be initiated by Collier County. Barry Williams, Director of Collier County Parks and Recreation may be able to provide you with some information. I've copied Barry on this email.

Thank you and best wishes,

Dana

---

**From:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>

**Sent:** Tuesday, November 27, 2018 3:44 PM

**To:** Dana Souza <[DSouza@naplesgov.com](mailto:DSouza@naplesgov.com)>

**Subject:** Re: Pedestrian bridge- GG Parkway at Goodlette Road

**CAUTION:** This email originated from outside of the City of Naples e-mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dana,

Several board members of the SWF Land Trust-Gordon River Greenway were under the impression that a pedestrian bridge from Freedom Park to the Gordon River Greenway was scheduled to be constructed. When you get a moment could you please advise if this is perhaps a planned project by the City of Naples?

Thank you!

Diane

Diane Flagg, Chair

Economic Recovery Task Force (ERTF)

[diane.flagg@att.net](mailto:diane.flagg@att.net)

239.784.5580

On Nov 27, 2018, at 3:06 PM, McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)> wrote:

Good afternoon Diane,

This project has not been submitted to the MPO for funding. I've copied the City of Naples Community Services Director on this email, Dana Souza. He may be able to answer your question.

Regards,

Anne McLaughlin

Executive Director

<image003.jpg>

Office: 239-252-5884

Cell: 239-919-4378

2885 South Horseshoe Dr.

Naples, FL 34104

[www.colliermpo.com](http://www.colliermpo.com)

[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)



---

**From:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>  
**Sent:** Tuesday, November 27, 2018 2:28 PM  
**To:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>  
**Subject:** Fwd: Pedestrian bridge- GG Parkway at Goodlette Road

Hi Anne,

I received an out-of-office message from Brandy. When you get a moment, could you please advise whether a pedestrian bridge, crossing Golden Gate Parkway from Freedom Park to the Gordon River Greenway, is scheduled for construction. If one is scheduled could you please advise the dates of construction and funding source.

Thank you,  
Diane Flagg, Chair  
Economic Recovery Task Force (ERTF)  
[diane.flagg@att.net](mailto:diane.flagg@att.net)  
239.784.5580

Begin forwarded message:

**From:** Diane Flagg <[diane.flagg@att.net](mailto:diane.flagg@att.net)>  
**Date:** November 27, 2018 at 2:02:37 PM EST  
**To:** [Brandy.Otero@colliercountyfl.gov](mailto:Brandy.Otero@colliercountyfl.gov)  
**Subject:** Pedestrian bridge- GG Parkway at Goodlette Road

Hi Brandy,  
I hope this finds you doing well!

When you get a moment could you advise if there is a pedestrian bridge planned for Golden Gate Parkway; connecting Freedom Park to the Gordon River Greenway? Several of the Land Trust Board members thought one was scheduled to be built however I didn't see it on the FDOT Work Program. Is one scheduled to be constructed and if so...what is the timeframe and funding source.

Thanks much for your assistance!  
Diane

Diane Flagg, Chair  
Economic Recovery Task Force (ERTF)  
[diane.flagg@att.net](mailto:diane.flagg@att.net)  
[239.784.5580](tel:239.784.5580)

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## Appendix 9 - Stakeholder Comments



### Stakeholder Kick-off Meeting Summary

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2885 South Horseshoe Drive, Naples, FL 34104 • (239) 252-8192 • Fax (239) 252-5815

#### Kick-off Meeting

##### Attendees:

Eric Ortman, MPO Staff; Jennifer Bartlett, Wally Blain, Tindale Oliver.

Stakeholder group members: Wayne Sherman, Robert Jones, Jane Cheffy, Victoria Peters, David Agacinski, David Ogilvie, Reginald Wilson, Alan Musico, Barry Williams, Ute Vandersluis, Robert Phelan, Joe Adams, Patty Huff, Lorraine Lantz, Rick Hart, Wendy Olson, Karen Homiak, Gary Shirk, Patricia Spensor, Victor Ordija, Tim Pinter, Dan Smith, Dayna Fendrick, Andy Holland, Josh Rincon, Michelle Arnold, Debrah Forester, Anita Jenkins, Beth Brainard, Trinity Scott, Don Scott, Michelle Mosca

The meeting kicked-off with an introduction by MPO Staff welcoming the group and laying out the two primary purposes of this plan update: policy and implementation.

Jennifer Bartlett, of Tindale Oliver, gave the overview presentation, focusing on the Existing Conditions Memo developed by MPO staff. She reviewed crash data trends and described the method for identifying environmental justice areas. It was noted that each of these factors can be used as prioritization criteria for identifying and funding projects.

After the review, the group was broken into smaller groups and was asked to mark-up Bicycle and Pedestrian Facilities maps in response to 4 questions:

- To identify opportunities
- To identify challenges
- To identify needed connections
- Where would you like to see facilities?

The group's comments are listed in a separate document (Excel file) which may be also be downloaded from <http://colliermpo.com/index.aspx?page=45>.

##### Goals and Themes

The group was led in a brief discussion about goals and themes. The consultant said they would be developed early in the plan to help guide the outcomes. To start the effort, the group was asked to identify any possible themes or goals for this plan.

The following themes/goals were identified:

- Safety, recreation, access to jobs/transit
- Continuity/connectivity/fill the gaps (which relates to safety, as in gaps put users in unsafe circumstances)
- Supporting underserved populations

- Stakeholder outreach – using civic groups as advocates
- Demand
- Efficiency for aging population – as people age they drive less so need for sidewalks and easier to reach locations
- Cost/benefit of projects

### **Success**

The meeting finished with a group discussion around the question: What will make this plan successful?

The following were identified as measures of success:

- Integration of municipal and county projects. Marco Island, Naples and Immokalee have master plans. How do County projects fit into the puzzle?
- B/P Master Plan should utilize projects and prioritization
- Consideration of revenue/funding sources beyond “box funds”
- Incorporate flexible overarching strong policy statements
- Strong policy statements related to land use
- More educated elected officials
- Match roadway with land use – access to transportation
- Replacement of facilities when roadway is rebuilt
- Right facility, right place
- Consideration of future users
- Plan should be easy to understand – not too prescriptive
- Need to be highly collaborative – leverage, coordinate with other departments
- Plan needs to be proactive, not reactive
- Easy to understand; flexible for implementation
- Coordination between departments
- Understanding of context – before design – including community values

### **Sandbox issues/General input**

The group offered input and ideas that went far beyond the planned agenda. This section captures feedback and ideas that will be reviewed as the plan is developed.

- Incorporate input from previous plans
- Develop a cost/benefit ratio as part of the criteria
- Incorporate programmed projects
- Consider using latent demand
- Coordinate with Municipal Codes
- Improve Growth Management Quality/Land Use
- Address gated communities
- Develop standards for when to/when not to install bicycle facilities
- Be mindful of the future – Automated Vehicles/Connected Vehicles, future travel options
- Need to translate benefits of walking/biking into \$ for developers
- Need to discourage gated communities (and/or encourage connections between them)
- Consider the preferences of millennials – AKA future users
- Consider self-driving vehicles – future users
- Consider first/last mile, particularly in regard to workers from Immokalee, Golden Gate City, and other underserved communities
- Continuing need for cyclist education

## Comments received at the October 30. 2017 Stakeholder Group Kick-Off Meeting for the Collier MPO Bicycle Pedestrian Master Plan

Table	Location	Comment/type/ need	Segment
1	Immokalee	Sidewalk gap	N 15 <sup>th</sup> St between Lake Trafford Rd and Westclox St,
1	Immokalee	Sidewalk gap	E Main St between N 15 <sup>th</sup> St and SR29
1	Naples	Signal	Add activated signal at trail/Davis Blvd intersection
1	Immokalee	Bike gap	W Main St between 9th St to 14th St
1	Immokalee	Bike gap	S 1st St between Main St to Eustis St
1	Naples	Sidewalk gap	Lely Cultural Parkway between Grand Levy Dr and Collier Blvd - 2schools and library - Better connection? Appears to have sidealks. Opportunities for other facilities?
1	Naples	Bike gap	Davis Blvd between Country Barn Rd and Santa Barbara Rd
1	Naples	Bike gap	Carolina Ave & Tamiami Trl, Rattlesnake Hammock & Tamiami Trl, Thomasson Dr & Tamiami Trl local roads
1	Naples	Bike gap	Livingston Rd S from Pine Ridge Rd to Radio Rd
1	Naples	Bike gap	Radio Rd from Livingston Rd S to Santa Barbara Blvd
1	Golden Gate	Bike gap	Golden Gate Parkway from Santa Barbara Blvd to Collier Blvd
1	Golden Gate	Bike gap	Magnolia Pond Dr from ? To Collier Blvd
1	Naples	Bike gap	White Blvd from Collier Blvd to 23rd St SW
1	Naples	Bike gap	Coronado Parkway to 23rd St SW
1	Naples	Bike gap	Collier Blvd from Coronado Parkway to Magnolia Pond Rd
1	Naples	Bike gap	Tamiami Trl from Sam Enterprises east
2	Naples	Sidewalk gap	To Shadowlawn elementary SRTS
2	Naples	Sidewalk gap	Bayview Park Sidewalks Local roads
2	Naples	Bike gap	Davis Blvd between Country Barn Rd and Santa Barbara Rd
2	Naples	Sidewalk gap	Immokalee Rd between Northbrooke Dr and Oakes Blvd
2	Naples	Sidewalk gap	Piper from Palm Bark east
2	Marco Island	Sidewalk gap	N Barfield Rd from N Collier Blvd to Bald Eagle, SUIP
2	Marco Island	Sidewalk gap	Bald Eagle Rd from N Collier Blvd to San Marco Rd
2	Marco Island	Sidewalk gap	Seagate Dr from Peru/Winterberry Dr to Swallow Dr
2	Marco Island	Sidewalk gap	Swallow Dr from S Collier to Collier Ct
2	Marco Island	Sidewalk gap	Saturn Ct/Green Brier St from N Collier Blvd to San Marco Blvd
2	Marco Island	Sidewalk gap	Sandhill St from Leland Way to Winterberry Dr, SUP

## Comments received at the October 30, 2017 Stakeholder Group Kick-Off Meeting for the Collier MPO Bicycle Pedestrian Master Plan

2	Marco Island	Bike gap	San Marco Rd from Tamiami Trl to Marco Island
2	Marco Island	Bike gap	Tamiami Trl east of Manatee Rd
2	Marco Island	Bike gap	Isle of Capri Improvements
2	Ave Maria	Bike gap	Ave Maria Blvd to Oil Well Rd
2	Naples	Bike gap	Wiggins Pass Rd from Vanderbuilt Rd to Tamiami Trl
2	Naples	Bike gap	Seagate Pelican Bay interconnect- cross Seagate Dr
2	Naples	Bike gap	Airport Pulling Rd S from Tamiami Trl to Radio Rd
2	Naples	Bike gap	Extend Rich King Greenway
2	Naples	Bike gap	Airport Pulling Rd S from Radio Rd north
2	Naples	Bike gap	Golden Gate Parkway from Livingston Rd S to Airport Pulling Rd
2	Naples	Bike gap	Thomasson Rd from Bayshore Rd to Tamiami Tro
2	Naples	Bike gap	Davis Blvd between Country Barn Rd and Santa Barbara Rd
2	Golden Gate	Bike gap	Greenway connecting Golden Gate Community Park to Santa Barbara Blvd
2	County	Bike gap	Manatee Rd from Collier Blvd to US 41 ,Sidewalk/bike path
2	Immokalee	Bike gap	New Market Rd from SR 29 N to E Main St
3	Naples	Ped	Map not accurate for faciilites near schools
3	Naples	Bike	Off road bike lanes or greenways on all roads with speed limit over 45mph
3	Naples	Bike gap	Logan Blvd N from Immokalee Rd to Lee County line, multi-use conn to Lee Co
3	Naples	Bike gap	Livingston Rd S from Pine Ridge Rd to Radio Rd
3	Naples	Bike gap	Collier Blvd from Golden Gate Blvd W to Radio Rd
3	Naples	Sidewalk gap	Thomasson Rd from Bayshore Rd to Tamiami Trl
3	Naples	Bike gap	Collier Blvd from 41 Trl to Marco Island - Need off road path - existing bike lanes too narrow for high speed rd
3	Naples	Bike	Off road path along canal in Flood Plains Restoration Area
3	Naples	Bike gap	San Marco Rd from Tamiami Trl to Marco Island Need bike lanes - high speed road
3	Naples	Bike gap	Tamiami Trl from Sam Enterprises east bridges too narrow - need bike lanes - high speed road
3	Everglades City	Bike	CR 29 from Tamiami Trl to Copeland Ave, bike lane needs to be wider
3	Naples	Bike gap	Connect Rich King Greenway along Rattlesnake Hammock Rd across 41 E to Tomilinson
7	Naples	Shoulder gap	Orange Blossom Dr between Goodlette- Frank Rd N and Airport Pulling Rd
7	Naples	Bike shoulder	Golden Gate Parkway from Goodette Frank Rd N to Airport Pulling Rd N
7	Naples	Sidewalk gap	Davis Blvd between Country Barn Rd and Santa Barbara Rd

## Comments received at the October 30, 2017 Stakeholder Group Kick-Off Meeting for the Collier MPO Bicycle Pedestrian Master Plan

7	Naples	Bike shoulder	Sabel Palm Rd from Collier Blvd east Shoulder north side - shoulder maintenance south side?
7	Naples	Bike shoulder	Collier Blvd from Green Blvd and Golden Gate Blvd W
3	Everglades City	Bike gap	CR 29 from Tamiami Trl to Copeland Ave S
3	Everglades City	Sidewalk gap	CR 29 from Tamiami Trl to Copeland Ave S
3	Naples	Sidewalk	Goldern Gate Blvd W between Collier Blvd and Everglades Blvd N
3	Marco Island	Shared use path	Seagrape Dr between Collier and Winterberry
3	Marco Island	Shared use path	Bald Eagle Rd from N Collier Blvd to San Marco Rd
3	Marco Island	Sidewalk	San Marco Rd from Tamiami Trl to Marco Island
3	Naples	Bike gap	Connect road north of airport to Greenway
3		General	Include Charter schools on map
4	Naples	Safety	Tamiami Trl - Bayshore Dr - Thomsson Dr
4		Safety	Tamiami Trl - Naples Manor
4		Safety	Naples Manor Walking school - no buses - access to school
4	Golden Gate	Bike gap	Golden Gate Parkway between Sunshine Blvd and Logan Blvd
4	Golden Gate	Sidewalk gap	Golden Gate Parkway between Sunshine Blvd and Logan Blvd South side
5	Naples	Sidewalk gap	Airport Pulling Rd N from Vanderbilt Beach Rd to Immokalee Rd East side
5	Naples Park	Sidewalk gap	91st Ave N from Vanderbilt Dr to Tamiami Trl from
5	Naples Park	Sidewalk gap	Tamiami Trl from 91st Ave N to 111th Ave N
5	Naples	Sidewalk gap	Piper to Livingston
5	Naples	Sidewalk gap	Anchor Rodd Dr from Crafton to 41
5	Naples	Other	Anchor Rodd Dr from Crafton to 41 Ped audible signal
5	Naples	Bike lane	Golden Gate Blvd from Wilson Blvd N to Everglades Blvd
5	Naples	Bike lane	Connection needed on all arterial roads - Pine Ridge Rd, Airport Pulling Rd, Livingston Rd S
5	Naples	Bike shoulder	Tamiami Trl east of San Marco Rd
5	Immokalee	Bike/ped	Need all
5	Naples	Greenway	Connect Gordon River Greenway to Freedom Park
5	Naples	Bike lane	US 41 from Seagate Dr to 5th Ave S
5	Naples	Bike lane	US41 from 5th Ave to Goodlette Frank Rd N
5	Naples	Bike lane	Airport Pulling Rd from N of Davis Blvd to Immokalee Rd
5	Naples	Bike lane	Pine Ridge Rd/Seagate Dr from Tamiami Trl to Pine Ridge Rd
5		General	Context based facilities - use the type of facility that the greatest proportion of local population will use (not all people comfortable on 45mph roads)

## Comments received at the October 30, 2017 Stakeholder Group Kick-Off Meeting for the Collier MPO Bicycle Pedestrian Master Plan

5		General	Use Strava data, traffic counts, etc
5	Marco Island	Sidewalk gap	Collier Blvd from bridge to Bald Eagle Dr
5	Marco Island	Sidewalk gap	Inlet Dr from Travida Terrace to Otter Mound Preserve Park
5	Marco Island	Sidewalk gap	YellowbirdSt from N Collier Blvd to Bald Eagle Dr
5	Marco Island	Bike gap	Collier Blvd from bridge to Bald Eagle Dr
5	Marco Island	Bike gap	Inlet Dr from Travida Terrace to Otter Mound Preserve Park
5	Marco Island	Bike gap	YellowbirdSt from N Collier Blvd to Bald Eagle Dr
5	Immokalee	Sidewalk gap	New Market Rd from SR 29 N to E Main St
5	Marco Island	Sidewalk gap	San Marco Rd from Tamiami Trl to Marco Island
5	Naples	Sidewalk gap	Davis Blvd between Country Barn Rd and Santa Barbara Rd
5	Naples	Sidewalk gap	Davis Blvd between Santa Barbara Rd and Radio Rd
5	Naples	Sidewalk	Vanderbilt Beach Rd between Tamiami Trl and Collier Blvd
5	Naples	Sidewalk	Livingston Rd S from Lee County line and Pine Ridge Rd
5	Naples	Sidewalk	Pelican Bay Blvd
5	Naples	Sidewalk gap	Center St between Tamiami Trl and Goodette Frank Rd
5	Naples	Sidewalk gap	Goodette Frank Rd between Pelican Marsh Blvd and Treatment plant
5	Naples	Sidewalk gap	Pine Ridge Rd/Seagate Dr from Goodette Frank Rd to Naples Blvd
5	Naples	Sidewalk	Airport Pulling Rd from Golden Gate Parkway to Pine Ridge Rd
5	Naples	Sidewalk gap	Goodette Frank Rd between Golden Gate Parkway and Pine Ridge Rd on one side
6	Immokalee	Sidewalk gap	Complete local grid
6	Naples	Path	7th Ave Pathway to Beach
6	Naples	Safety	Davis Blvd and Tamiami Trl
6	Naples	Sidewalk gap	Bayshore Dr between Thomasson Dr and Tamiami Trl
6	Naples	Sidewalk gap	Tamiami Trl between Rattlesnake Hammock Rd and Palm Dr
6	Naples	Sidewalk gap	Danford St between Hamilton Ave and Bayview Park
6	Naples	Sidewalk gap	US 41 from Mooring Line Dr to 5th Ave S
6	Naples	Sidewalk gap	Davis Blvd from County Barn Rd to Lakewood Blvd
6	Naples	Sidewalk gap	Davis Blvd from Santa Barbara Blvd to Radio Rd
6	Naples	Sidewalk gap	Radio Rd from Santa Barbara Blvd to David Blvd
6	Naples	Crossings	Davis Blvd and Greenway, Santa Barbara Blvd and Davis Blvd

## Comments received at the October 30, 2017 Stakeholder Group Kick-Off Meeting for the Collier MPO Bicycle Pedestrian Master Plan

6	Naples	Sidewalk gap	Orange Blossom Dr between Goodlette- Frank Rd N and Airport Pulling Rd
6	Naples	Sidewalk	Livingston Rd, Vanderbilt Beach Rd, Airport Pulling Rd
6	Naples	intersection	Goodette Frank Rd & Pine Ridge Rd
6	Naples	intersection	Pine Ridge Rd & Airport Pulling Rd
6	Naples	Sidewalk gap	Santa Barbara Blvd to Golden Gate - connect to Park
6	Immokalee	Bike gap	
6	Immokalee	Shoulder gap	SR 29 connect to Lee County
6	Immokalee	Bike gap	Pepper Ranch and Lake Trefford - trail
6		Bike	Utilize canals, power easements for off road pathways connecting from Golden Gate Estates and GG City
6		Bike	Gulf Coast Connector
6		Gap	Logan Blvd from Green Blvd to Lee County Line
6		Other	use canalways
6		Sidewalk gap	Airport Pulling Rd S from Radio Rd to Tamiami Trl
6		Sidewalk gap	Thomasson Dr to Bayview Park
7	Immokalee	Sidewalk	New Market Rd from SR 29 N to E Main St
7	Immokalee	Sidewalk	Main St from SR 29 to S 1st St
7	Immokalee	Sidewalk gap	Immokalee Dr between Mariana Way and Amigo Way
7	Immokalee	Sidewalk	Lake Trafford Rd from Carson Rd to Park
7	Immokalee	Sidewalk	Carson Rd from Westclox Rd to end - Programmed for XX year - not yet CST
7	Naples	Sidewalk gap	Horsehoe Drive
7		Other	Sidewalks needed within 2 miles of schools
7		Other	Implement Walkability Study recommendations
7		Other	Partner with Stormwater/Utilities for projects
7		Other	Incorporate local plans into MPO prioritization criteria - Criteria may be different, which may change order
7		Other	Revise policy statements i.e.: sidewalks on both sides of road
7		Other	Sidewalks to transit stops
7		Sidewalk	Orange Blossom Dr between Goodlette- Frank Rd N and Airport Pulling Rd
7		Sidewalk	Tamiami Trl from 111th Ave to Lee County Line
7		Sidewalk	Vanderbilt Beach Rd between Gulf Pavillion Dr and Tamiami Trl
7	North Naples	Sidewalk gap	Pelican Bay Blvd
7	Naples	Sidewalk gap	Horsehoe Drive N, S
7	Naples	Sidewalk gap	Exchange Ave, Progress Ave, Commercial Blvd
7	Naples	Sidewalk	Bayshore Dr between Thomasson Dr and Tamiami Trl
7	Naples	Sidewalk	St Andrew Blvd from Tamiami Trl E to Rattlesnake Hammock Rd





## May 21, 2018 Stakeholder Kick-off Meeting Summary

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3299 Tamiami Trail East, IT Training Room, 5<sup>th</sup> Flr., Naples, FL 34112 • (239) 252-8192

### Attendees:

Stakeholder group members: Andy Holland, Michelle Avola-Reese, Reginald Wilson, Lorraine Lantz, Anthony Matonti, Debrah Forester, Omar DeLeon, Victor Ordija, Alan Musico, George Dahbrinsius, Mark Dillon, Joe Adams, Patty Huff, Angela Goodner, Joe Bonness, Ken Oehler, Ute Vandersluis, Victoria Peters, Gary Shirk, Russell Tuff, Karen Homiak, Jessica Ayers-Crane. *This list includes only people that either signed in or that were seen at the meeting. Our apologies if we inadvertently missed someone.*

Staff, Eric Ortman, MPO; Jennifer Bartlett and Wally Blain, Tindale Oliver

Mr. Ortman kicked-off the meeting by welcoming the group. Ms. Bartlett presented the work to date on the plan including an overall project update; the combining of needs into four primary groups, the strategy used in developing draft needs lists; and proposed evaluation criteria. Ms. Bartlett stated that during the summer a draft of the plan would be completed and brought back for comment in August.

The public engagement for the plan had yielded more than 600 comments; several themes stood out including: safety, connectivity, local needs and shared-use paths. Previous MPO Walkability Studies, the Comprehensive Pathways Plan, road safety audits, crash and environmental justice data, gaps in the existing bicycle and sidewalk networks, and other plans and public comments were used to identify needs.

Safety and equity are the plan's two cornerstones and were influential in developing recommendations. Crashes and environmental justice (EJ), while directly working towards the plan's overarching goals, also showed a correlation with population density. The consultant had been asked to explore the value of using population density as a criterion. With funding levels far below the level of needs, the consultant suggested that crashes and EJ be used as a proxy for population density. EJ areas tend to have greater population densities and more people who are dependent on walking and biking as their primary mode of transportation. Discussion ensued on whether to use population density as a criterion. Seasonal population increases were included in the discussion as were the needs of this group compared to the needs of the year-round population.

The number of gaps in the bicycle and sidewalk network along the county's arterials and collectors exceeds available funding. To reduce the number of gaps the consultant screened the gaps using crash and EJ criteria. This resulted in the gaps being grouped priority blocks without prioritizing within any block. Evaluation criteria that could be used to further stratify needs were presented. Discussion ensued on how to score/weight potential projects.

Existing policies and suggestions as to how these policies may be modified to the benefit of bicyclists and pedestrians was briefly discussed.

Collector and Arterial Network Gaps - No Facility - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
5TH AVE S	12TH ST S	GOODLETTE RD S	0.01	Very High
5TH AVE S	11TH ST S	12TH ST S	0.06	Very High
CORONADO PKWY	ALLEY	SANTA BARBARA BLVD	0.03	Very High
CR 846 E	DUPREE GRADE	THOMAS FARM RD	1.02	Very High
CR 846 E	THOMAS FARM RD	THORP RD	4.01	Very High
CR 846 E	THORP RD		0.53	Very High
CR 846 E	TRADEPORT PKWY	DUPREE GRADE	2.87	Very High
CR 846 E	AIRPARK BLVD	TRADEPORT PKWY	0.21	Very High
CR 846 E	E MAIN ST	AIRPARK BLVD	0.43	Very High
NEW MARKET RD E	JEROME DR	NIXON DR	0.04	Very High
NEW MARKET RD E	10TH CT S	AIRPORT ACCESS	0.06	Very High
NEW MARKET RD E	JEROME DR	10TH CT S	0.14	Very High
NEW MARKET RD E	E MAIN ST	AIRPORT ACCESS	0.21	Very High
WARREN ST	SAINT ANDREWS BLVD	CAROLINA AVE	0.26	Very High
16TH AVE SW		9TH ST SW	0.16	Medium
16TH AVE SW	9TH ST SW	11TH ST SW	0.25	Medium
COLLIER BLVD	25TH AVE SW	GOLDEN GATE PKWY	0.08	Medium
EVERGLADES BLVD N	GOLDEN GATE BLVD E	2ND AVE NE	0.25	Medium
EVERGLADES BLVD S	8TH AVE SE	10TH AVE SE	0.25	Medium
EVERGLADES BLVD S	24TH AVE SE	26TH AVE SE	0.25	Medium
EVERGLADES BLVD S	30TH AVE SE	32ND AVE NE	0.25	Medium
EVERGLADES BLVD S	28TH AVE SE	30TH AVE SE	0.25	Medium
EVERGLADES BLVD S	22ND AVE SE	24TH AVE SE	0.25	Medium
EVERGLADES BLVD S	12TH AVE SE	14TH AVE SE	0.25	Medium
EVERGLADES BLVD S	34TH AVE SE	36TH AVE SE	0.25	Medium
EVERGLADES BLVD S	10TH AVE SE	12TH AVE SE	0.25	Medium
EVERGLADES BLVD S	18TH AVE SE	20TH AVE SE	0.25	Medium
EVERGLADES BLVD S	GOLDEN GATE BLVD E	2ND AVE SE	0.26	Medium
EVERGLADES BLVD S	38TH AVE SE	40TH AVE SE	0.25	Medium
EVERGLADES BLVD S	36TH AVE SE	38TH AVE SE	0.25	Medium
EVERGLADES BLVD S	4TH AVE NE	6TH AVE NE	0.25	Medium
EVERGLADES BLVD S	2ND AVE SE	4TH AVE NE	0.25	Medium
EVERGLADES BLVD S	16TH AVE SE	18TH AVE SE	0.25	Medium
EVERGLADES BLVD S	14TH AVE SE	16TH AVE SE	0.25	Medium
EVERGLADES BLVD S	20TH AVE SE	22ND AVE SE	0.25	Medium
EVERGLADES BLVD S	26TH AVE SE	28TH AVE SE	0.25	Medium
EVERGLADES BLVD S	32ND AVE SE	34TH AVE SE	0.25	Medium
EVERGLADES BLVD S	6TH AVE SE	8TH AVE SE	0.25	Medium
CHARLOTTE ST	JEFFERSON AVE W	NEW MARKET RD W	0.07	High
CHARLOTTE ST	JEFFERSON AVE W	IMMOKALEE DR	0.01	High
CORKSCREW RD	WHIDDEN LOOP RD	SR 82	3.49	High
CORKSCREW RD	CORKSCREW RD	WHIDDEN LOOP RD	0.76	High
CORKSCREW RD	CORKSCREW RD		1.12	High
NEW MARKET RD E	CHARLOTTE ST	BROWARD ST	0.12	High
NEW MARKET RD E	ALACHUA ST	BROWARD ST	0.08	High
NEW MARKET RD E	ALACHUA ST	ALACHUA ST	0.02	High
NEW MARKET RD E	NIXON DR	ALACHUA ST	0.05	High
NEW MARKET RD W	HENDRY ST	INDIAN RIVER ST	0.11	High
NEW MARKET RD W	MANATEE ST	NASSAU ST	0.11	High
NEW MARKET RD W	LEE ST	MANATEE ST	0.11	High
NEW MARKET RD W	FLAGLER ST	GLADES ST	0.11	High

Collector and Arterial Network Gaps - No Facility - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
NEW MARKET RD W	INDIAN RIVER ST	JACKSON ST	0.11	High
NEW MARKET RD W	GLADES ST	HENDRY ST	0.11	High
NEW MARKET RD W	JACKSON ST	KISSIMMEE ST	0.11	High
NEW MARKET RD W	DADE ST	ESCAMBIA ST	0.11	High
NEW MARKET RD W	NEW MARKET RD W	N 15TH ST	0.06	High
NEW MARKET RD W	PINELLAS ST	NEWMARKET RD W	0.03	High
NEW MARKET RD W	OKEECHOBEE ST	PINELLAS ST	0.09	High
NEW MARKET RD W	NASSAU ST	OKEECHOBEE ST	0.11	High
NEW MARKET RD W	CHARLOTTE ST	DADE ST	0.14	High
NEW MARKET RD W	KISSIMMEE ST	LEE ST	0.11	High
NEW MARKET RD W	ESCAMBIA ST	FLAGGER ST	0.11	High
16TH AVE SW	19TH ST SW	21ST ST SW	0.25	n/a
16TH AVE SW	11TH ST SW	13TH ST SW	0.25	n/a
16TH AVE SW	13TH ST SW	15TH ST SW	0.25	n/a
16TH AVE SW	15TH ST SW	17TH ST SW	0.25	n/a
16TH AVE SW	17TH ST SW	19TH ST SW	0.25	n/a
16TH AVE SW	21ST ST SW	23RD ST SW	0.25	n/a
5TH AVE S	10TH ST S	11TH ST S	0.09	n/a
5TH AVE S		6TH ST S	0.04	n/a
5TH AVE S		E LAKE DR	0.05	n/a
5TH AVE S		5TH ST S	0.06	n/a
5TH AVE S		W LAKE DR	0.03	n/a
5TH AVE S		4TH ST S	0.09	n/a
5TH AVE S		9TH ST S	0.09	n/a
5TH AVE S	7TH ST S	8TH ST S	0.12	n/a
5TH AVE S		PARK ST	0.05	n/a
5TH AVE S		2ND ST S	0.09	n/a
5TH AVE S	9TH ST S	10TH S S	0.09	n/a
5TH AVE S		3RD ST S	0.09	n/a
9TH ST N	6TH AVE N	7TH AVE N	0.19	n/a
9TH ST N	22ND AVE N	MOORING LINE DR	0.01	n/a
9TH ST N	FLEISCHMANN BLVD	GOLDEN GATE PKY	0.29	n/a
9TH ST N	14TH AVE N	FLEISCHMAN BLVD	0.23	n/a
9TH ST N	CENTRAL AVE	1ST AVE N	0.08	n/a
9TH ST N	7TH AVE N	S GOLF DR	0.06	n/a
9TH ST N	10TH AVE N	12TH AVE N	0.15	n/a
9TH ST N	12TH AVE N	14TH AVE N	0.15	n/a
9TH ST N	8TH AVE N	10TH AVE N	0.15	n/a
9TH ST N	S GOLF DR	8TH AVE N	0.01	n/a
9TH ST N	GOLDEN GATE PKY	22ND AVE N	0.17	n/a
9TH ST N	MOORING LINE DR	DIANA AVE	0.09	n/a
9TH ST N	1ST AVE N	2ND AVE N	0.08	n/a
9TH ST N	2ND AVE N	3RD AVE N	0.08	n/a
9TH ST N	3RD AVE N	4TH AVE N	0.08	n/a
9TH ST N	4TH AVE N	5TH AVE N	0.08	n/a
9TH ST N	5TH AVE N	6TH AVE N	0.08	n/a
9TH ST S	CENTRAL AVE	1ST AVE S	0.08	n/a
9TH ST S	3RD AVE S	4TH AVE S	0.08	n/a
9TH ST S	1ST AVE E	3RD AVE S	0.15	n/a
9TH ST S	4TH AVE S	5TH AVENUE PKWY	0.04	n/a
9TH ST S	5TH AVENUE PKWY	5TH AVE S	0.04	n/a
ADDISON CT	W INLET DR	LEO CT	0.07	n/a
ADDISON CT	LEO CT	E INLET DR	0.07	n/a

Collector and Arterial Network Gaps - No Facility - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
BANYAN BLVD		12TH AVE N	0.02	n/a
BLUEBILL AVE	BLUEBILL AVE	VANDERBILT DR	0.37	n/a
CAMP KEAIS RD	PACIFIC GRADE RD	OIL WELL RD	1.50	n/a
CASTAWAYS ST	SEA CT	AMAZON CT	0.08	n/a
CASTAWAYS ST	DOVE CT	SEA CT	0.07	n/a
CASTAWAYS ST	SATURN CT	DOVE CT	0.07	n/a
EVERGLADES BLVD N	52ND AVE NE	54TH AVE NE	0.26	n/a
EVERGLADES BLVD N	39TH AVE NE	41ST AVE NE	0.25	n/a
EVERGLADES BLVD N	10TH AVE NE	12TH AVE NE	0.25	n/a
EVERGLADES BLVD N	72ND AVE NE	IMMOKALEE RD	0.18	n/a
EVERGLADES BLVD N	41ST AVE NE	43RD AVE NE	0.25	n/a
EVERGLADES BLVD N	6TH AVE NE	8TH AVE NE	0.25	n/a
EVERGLADES BLVD N	12TH AVE NE	14TH AVE NE	0.25	n/a
EVERGLADES BLVD N	33RD AVE NE	OIL WELL RD	0.05	n/a
EVERGLADES BLVD N	18TH AVE NE	20TH AVE NE	0.25	n/a
EVERGLADES BLVD N	48TH AVE NE	50TH AVE NE	0.25	n/a
EVERGLADES BLVD N	47TH AVE NE	48TH AVE NE	0.12	n/a
EVERGLADES BLVD N	2ND AVE NE	3RD AVE NE	0.25	n/a
EVERGLADES BLVD N	54TH AVE NE	56TH AVE NE	0.25	n/a
EVERGLADES BLVD N	45TH AVE NE	47TH AVE NE	0.25	n/a
EVERGLADES BLVD N	4TH AVE NE	6TH AVE NE	0.25	n/a
EVERGLADES BLVD N	RANDALL BLVD	27TH AVE NE	0.25	n/a
EVERGLADES BLVD N	27TH AVE NE	29TH AVE NE	0.25	n/a
EVERGLADES BLVD N	50TH AVE NE	52ND AVE NE	0.25	n/a
EVERGLADES BLVD N	29TH AVE NE	31ST AVE NE	0.25	n/a
EVERGLADES BLVD N	68TH AVE NE	70TH AVE NE	0.25	n/a
EVERGLADES BLVD N	66TH AVE NE	68TH AVE NE	0.25	n/a
EVERGLADES BLVD N	64TH AVE NE	66TH AVE NE	0.25	n/a
EVERGLADES BLVD N	62ND AVE NE	64TH AVE NE	0.25	n/a
EVERGLADES BLVD N	60TH AVE NE	62TH AVE NE	0.25	n/a
EVERGLADES BLVD N	56TH AVE NE	58TH AVE NE	0.25	n/a
EVERGLADES BLVD N	24TH AVE NE	RANDALL BLVD	0.26	n/a
EVERGLADES BLVD N	22ND AVE NE	24TH AVE NE	0.25	n/a
EVERGLADES BLVD N	43RD AVE NE	45TH AVE NE	0.25	n/a
EVERGLADES BLVD N	16TH AVE NE	18TH AVE NE	0.25	n/a
EVERGLADES BLVD N	20TH AVE NE	22ND AVE NE	0.25	n/a
EVERGLADES BLVD N	70TH AVE NE	72ND AVE NE	0.25	n/a
EVERGLADES BLVD N	OIL WELL RD	35TH AVE NE	0.20	n/a
EVERGLADES BLVD N	31ST AVE NE	33RD AVE NE	0.25	n/a
EVERGLADES BLVD N	14TH AVE NE	16TH AVE NE	0.25	n/a
EVERGLADES BLVD N	35TH AVE NE	37TH AVE NE	0.25	n/a
EVERGLADES BLVD N	37TH AVE NE	39TH AVE NE	0.25	n/a
EVERGLADES BLVD N	8TH AVE NE	10TH AVE NE	0.26	n/a
GOLDEN GATE PKWY	9TH ST N	GOODLETTE-FRANK RD N	0.51	n/a
GREENBRIER ST	MANOR TER	WINTERGREEN CT	0.07	n/a
GREENBRIER ST	WINTERGREEN CT	DANDELION CT	0.07	n/a
GREENBRIER ST	DANDELION CT	SATURN CT	0.07	n/a
IMMOKALEE RD	LILAC LN	FRIENDSHIP LN	0.50	n/a
IMMOKALEE RD	WILD TURKEY DR	PLATT RD	0.25	n/a
IMMOKALEE RD	FRIENDSHIP LN	BIG ISLAND RANCH RD	0.44	n/a
IMMOKALEE RD	BIG ISLAND RANCH RD	REDHAWK LN	0.06	n/a
IMMOKALEE RD	40TH ST NE	OIL WELL GRADE RD	0.45	n/a
IMMOKALEE RD	45TH AVE NE	47TH AVE NE	0.12	n/a

Collector and Arterial Network Gaps - No Facility - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
OIL WELL RD	SR 29	PRINGLE LN	1.52	n/a
IMMOKALEE RD	EVERGLADES BLVD N	40TH ST NE	1.08	n/a
IMMOKALEE RD	REDHAWK LN	EVERGLADES BLVD N	1.05	n/a
INLET DR	APRIL CT	DADE CT	0.08	n/a
INLET DR	OLD CT	W INLET DR	0.12	n/a
N COLLIER BLVD	FAIRLAWN CT	BUTTONWOOD CT	0.07	n/a
N COLLIER BLVD	CHESTNUT CT	FAIRLAWN CT	0.07	n/a
N COLLIER BLVD	ROSE CT	YELLOWBIRD ST	0.13	n/a
N COLLIER BLVD	E ELKCAM CIR	ROSE CT	0.08	n/a
NAPLES BLVD	HOLLYWOOD DR	AIRPORT PULLING RD N	0.23	n/a
NAPLES BLVD	PINE RIDGE RD	HOLLYWOOD DR	0.64	n/a
OIL WELL RD	SR 29	PRINGLE LN	1.52	n/a
OIL WELL RD	PRINGLE LN	CR 858	3.16	n/a
OIL WELL RD	EVERGLADES BLVD N	DESOTO BLVD N	1.84	n/a
OLD US 41 N	TURTLE CREEK BLVD	SUN CENTURY RD	0.17	n/a
OLD US 41 N	COLLIER CENTER WAY	TURTLE CREEK BLVD	0.04	n/a
OLD US 41 N	SUN CENTURY RD	ANGLEWOOD CT	0.26	n/a
OLD US 41 N	GULF COAST DR	COLLIER CENTER WAY	0.27	n/a
OLD US 41 N	TAMIAMI TRL N	GULF COAST DR	0.20	n/a
OLD US 41 N	ANGLEWOOD CT	RAIL HEAD BLVD	0.10	n/a
OLD US 41 N	RAIL HEAD BLVD	ARBOR VIEW BLVD	0.19	n/a
OLD US 41 N	ARBOR VIEW BLVD	PERFORMANCE WAY	0.24	n/a
OLD US 41 N	PERFORMANCE WAY	CAMP SANDY RIDGE RD	0.01	n/a
OLDE CYPRESS BLVD	IMMOKALEE RD	TREELINE DR	0.26	n/a
OLDE CYPRESS BLVD	TREELINE DR		0.76	n/a
PERU ST		SEAGRAPE DR	0.07	n/a
RADIO RD	INDUSTRIAL BLVD	DONNA ST	0.01	n/a
RADIO RD	AIRPORT PULLING RD N	INDUSTRIAL BLVD	0.49	n/a
RANDALL BLVD	RANDALL BLVD	8TH ST NE	0.48	n/a
RANDALL BLVD	EVERGLADES BLVD N	DESOTO BLVD N	1.84	n/a
RANDALL BLVD	APPROACH BLVD	EVERGLADES BLVD N	1.84	n/a
RANDALL BLVD	RANDALL BLVD	IMMOKALEE RD	0.04	n/a
RANDALL BLVD	8TH ST NE	VALENCIA LAKES BLVD	0.37	n/a
RANDALL BLVD	VALENCIA LAKES BLVD	APPROACH BLVD	0.64	n/a
RANDALL BLVD	RANDALL BLVD		0.12	n/a
SAN MARCO RD	GOODLAND DR	MARCO CITY LIMIT	4.49	n/a
SAN MARCO RD	CURCIE RD	TAMIAMI TRL E	1.86	n/a
SAN MARCO RD	GOODLAND DR	MARCO CITY LIMIT	0.16	n/a
SATURN CT	CASTAWAYS ST	GREENBRIER ST	0.04	n/a
SEAGRAPE DR		PERU ST	0.04	n/a
SEAGRAPE DR		AMBER DR	0.05	n/a
SEAGRAPE DR	SWAN DR	SWALLOW AVE	0.09	n/a
SEAGRAPE DR	Q0523	BALTIC TER	0.15	n/a
SEAGRAPE DR	BALTIC TER	VALLEY AVE	0.05	n/a
SEAGRAPE DR	VALLEY AVE	MENDEL AVE	0.05	n/a
SEAGRAPE DR		MENDEL AVE	0.05	n/a
SEAGRAPE DR	AMBER DR	SWAN DR	0.19	n/a
SMALLWOOD DR	CHOKOLOSKEE DR	STOKES LN	0.13	n/a
SMALLWOOD DR		STOKES LN	0.05	n/a
SMALLWOOD DR	N LOPEZ LN	DEMERE LN	0.09	n/a
SMALLWOOD DR	SNOOK ALY	E CHOKOLOSKEE DR	0.06	n/a
SMALLWOOD DR	SMALLWOOD DR	E CHOKOLOSKEE DR	0.06	n/a
SMALLWOOD DR	CHOKOLOSKEE DR	SMALLWOOD DR	0.05	n/a

Collector and Arterial Network Gaps - No Facility - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
SMALLWOOD DR	COPELAND AVE S	N LOPEZ LN	0.18	n/a
VANDERBILT BEACH RD	SUNDANCE RD		0.64	n/a
VANDERBILT BEACH RD	MASSEY ST	SUNDANCE RD	0.50	n/a
VANDERBILT BEACH RD	DANBURY BLVD	MASSEY ST	0.24	n/a
Veterans Memorial Blvd	Old 41	Livingston	1.77	n/a
W INLET DR	INLET DR	LUDLOW RD	0.06	n/a
W INLET DR	LUDLOW RD	ADDISON CT	0.18	n/a
WHITE BLVD	25TH ST SW	27TH ST SW	0.25	n/a
WHITE BLVD	27TH ST SW	29TH ST SW	0.25	n/a
WHITE BLVD	29TH ST SW	31ST ST SW	0.25	n/a
WHITE BLVD	23RD ST SW	25TH ST SW	0.24	n/a
WILSON BLVD N	JUNG BLVD E	18TH AVE NE	0.12	n/a
WILSON BLVD N	12TH AVE NE	14TH AVE NE	0.25	n/a
WILSON BLVD N	14TH AVE NE	16TH AVE NE	0.25	n/a
WILSON BLVD N	10TH AVE NE	12TH AVE NW	0.25	n/a
WILSON BLVD N	16TH AVE NE	JUNG BLVD E	0.12	n/a
WILSON BLVD N	18TH AVE NE	20TH AVE NE	0.25	n/a
WILSON BLVD N	20TH AVE NE	22ND AVE NE	0.25	n/a
WILSON BLVD N	22ND AVE NE	24TH AVE NE	0.25	n/a

**Collector and Arterial Network Gaps - Insufficient Facility**

**(Connector Sidewalk) - Ranked by EJ**

NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
CAROLINA AVE	CARLTON ST	MARTIN ST	0.06	Very High
CAROLINA AVE	WARREN ST	HOLLAND ST	0.12	Very High
CAROLINA AVE	HOLLAND ST	SHOLTZ ST	0.06	Very High
CAROLINA AVE	SHOLTZ ST	CARLTON ST	0.07	Very High
E MAIN ST	N 1ST ST	2ND ST	0.09	Very High
E MAIN ST	12TH ST	13TH ST	0.09	Very High
E MAIN ST	13TH ST	14TH ST	0.10	Very High
E MAIN ST	15TH ST	NEW HARVEST RD	0.06	Very High
E MAIN ST	JEROME DR	JEFFERSON ST	0.05	Very High
E MAIN ST	JEFFERSON ST	JERFFERSON AVE E	0.03	Very High
E MAIN ST	2ND ST	JEROME DR	0.17	Very High
E MAIN ST	NEW MARKET RD E	11TH ST	0.01	Very High
E MAIN ST	11TH ST	AIRWAYS AVE	0.07	Very High
E MAIN ST	AIRWAYS AVE	12TH ST	0.03	Very High
E MAIN ST	JEFFERSON AVE E	NEW MARKET RD E	0.06	Very High
E MAIN ST	14TH ST	15TH ST	0.09	Very High
GREEN BLVD	SALT ALY	40TH TER SW	0.03	Very High
GREEN BLVD	40TH TER SW	41ST LN SW	0.17	Very High
GREEN BLVD	41ST LN SW	43RD LN SW	0.26	Very High
GREEN BLVD	43RD LN SW	HERITAGE CIR	0.20	Very High
GREEN BLVD	HERITAGE CIR	SUNSHINE BLVD	0.24	Very High
GREEN BLVD	COLLIER BLVD	SALT ALY	0.05	Very High
N 15TH ST	IMMOKALEE DR	5TH AVE	0.06	Very High
N 15TH ST	ROBERTS AVE	IMMOKALEE DR	0.25	Very High
N 15TH ST	8TH AVE	PALM AVE	0.07	Very High
N 15TH ST	N 15TH ST	ROBERTS AVE	0.02	Very High
N 15TH ST	7TH AVE	8TH AVE	0.06	Very High
N 15TH ST	SANTA ROSA AVE	7TH AVE	0.03	Very High
N 15TH ST	6TH AVE SANTA ROSA AVE	8TH AVE	0.03	Very High
N 15TH ST	5TH AVE	6TH AVE	0.06	Very High
N 15TH ST	N 11TH ST	N 15TH ST	0.33	Very High
N 15TH ST	PALM AVE	LAKE TRAFFORD RD	0.18	Very High
S 1ST ST	CARVER ST	SCHOOL RD	0.16	Very High
S 1ST ST	SCHOOL RD	BETHUNE RD	0.25	Very High
S 1ST ST	BETHUNE RD	STOCKADE RD	0.50	Very High
SANTA BARBARA BLVD	HUNTER BLVD	SEA GRASS LN	0.16	Very High
SANTA BARBARA BLVD	STAR GRASS LN	CORONADO PKWY	0.17	Very High
SANTA BARBARA BLVD	SEA GRASS LN	22ND PL SW	0.14	Very High
SANTA BARBARA BLVD	22ND PL SW	STAR GRASS LN	0.11	Very High
SR 29	WILLAMS LN	FARM WORKER WAY	0.43	Very High
SR 29	FARM WORKER WAY	AGRICULTURE WAY	0.33	Very High
SR 29	NEW HARVEST RD	WILLIAMS LN	0.40	Very High
SR 29	NEW HARVEST RD	NEW HARVEST RD	0.20	Very High
SR 29	AGRICULTURE WAY	IMMOKALEE BOUNDARY	1.07	Very High
W MAIN ST	N 9TH ST	HANCOCK ST	0.12	Very High
W MAIN ST	JUMP ST	N 15TH ST	0.10	Very High



**Collector and Arterial Network Gaps - Insufficient Facility**

**(Connector Sidewalk) - Ranked by EJ**

NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
BROWARD ST	GEORGIA AVE	CAROLINA AVE	0.25	Medium
BROWARD ST	FLORIDAN AVE	GEORGIA AVE	0.16	Medium
BROWARD ST	TAMIAMI TRL E	FLORIDAN AVE	0.07	Medium
EVERGLADES BLVD S	40TH AVE SE	42ND AVE SE	0.16	Medium
EVERGLADES BLVD S	42ND AVE SE	48TH AVE SE	0.19	Medium
GOLDEN GATE BLVD E	EVERGLADES BLVD N	DESOTO BLVD N	1.84	Medium
GOLDEN GATE BLVD E	22ND ST NE	EVERGLADES BLVD N	1.09	Medium
RADIO RD	RADIO LN	DAVIS BLVD	0.12	Medium
SANTA BARBARA BLVD	CEDAR TREE LN	WESTPORT LN	0.25	Medium
SANTA BARBARA BLVD	WESTPORT LN	HUNTER BLVD	0.09	Medium
CAROLINA AVE	MARTIN ST	HARDEE ST	0.06	High
CAROLINA AVE	HARDEE ST	CATTS ST	0.06	High
CAROLINA AVE	CATTS ST	TRAMMEL ST	0.08	High
CAROLINA AVE	TRAMMELL ST	GILCHRIST ST	0.06	High
LAKE TRAFFORD RD	TIPPINS TER	PEPPER RD	0.20	High
LAKE TRAFFORD RD	CHRISTIAN TER	HALL RD	0.24	High
LAKE TRAFFORD RD	HALL RD	TAYLOR TER	0.04	High
LAKE TRAFFORD RD	TAYLOR TER	TRAFFORD FARM RD	0.09	High
LAKE TRAFFORD RD	TRAFFORD FARM RD	TIPPINS TER	0.13	High
LAKE TRAFFORD RD	RAULERSON RD	MIRAHAM TER	0.06	High
LAKE TRAFFORD RD	MIRAHAM TER	CHRISTIAN TER	0.07	High
LAKE TRAFFORD RD	PEPPER RD		0.34	High
LAKE TRAFFORD RD	LITTLE LEAGUE RD	RAULERSON RD	0.12	High
N 15TH ST	LAKE TRAFFORD RD	LEE ST	0.14	High
N 15TH ST	JEFFERSON AVE W	WESTCLOX ST	0.08	High
N 15TH ST	MONROE ST	JEFFERSON AVE W	0.16	High
N 15TH ST	LEE ST	MONROE ST	0.20	High
NEW MARKET RD W	NEW MARKET RD W	SR 29 N	0.12	High
SR 29 N	WESTCLOX ST	NEW MARKET RD W	0.10	High
SR 29 N	MADISON AVE W	HERITAGE BLVD	0.09	High
SR 29 N	SR 82		2.10	High
SR 29 N	EXPERIMENTAL STATION RD	OQUINN RD	0.52	High
SR 29 N	HERITAGE BLVD	IMMOKALEE BOUNDARY	0.71	High
SR 29 N	NEW MARKET RD W	MADISON AVE W	0.05	High
SR 29 N	JOHNSON RD	SR 82	0.91	High
SR 29 N	OQUINN RD	JOHNSON RD	0.13	High
SR 29 N	IMMOKALEE BOUNDARY	EXPERIMENTAL STATION RD	0.52	High
SR 82	EDWARDS GROVE RD	LAMM RD	1.00	High
SR 82	CHURCH RD		0.82	High
SR 82	GATOR SLOUGH LN	CORKSCREW RD	2.29	High
SR 82	LAMM RD	GATOR SLOUGH LN	1.01	High
SR 82	SR 29 N	EDWARDS GROVE RD	1.04	High
SR 82	CORKSCREW RD	CHURCH RD	0.85	High
AIRPORT PULLING RD N	OLD GROVES RD	VANDERBILT BEACH RD	0.23	n/a
AIRPORT PULLING RD N	CURLING AVE	NAPLES TRACE CIR	0.13	n/a
AIRPORT PULLING RD N	VANDERBILT BEACH RD	GALLERIA DR	0.25	n/a

**Collector and Arterial Network Gaps - Insufficient Facility**

**(Connector Sidewalk) - Ranked by EJ**

NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
AIRPORT PULLING RD N	WINDING OAKS WAY	CURLING AVE	0.23	n/a
AIRPORT PULLING RD N	TIBURON BLVD E	NOTTINGHAM DR	0.40	n/a
AIRPORT PULLING RD N	GALLERIA DR	PELICAN MARSH BLVD	0.34	n/a
AIRPORT PULLING RD N	HUNTINGTON DR	WINDING OAKS WAY	0.15	n/a
AIRPORT PULLING RD N	NOTTINGHAM DR	HUNTINGTON DR	0.24	n/a
ANGLER DR	GOODLAND DR		0.32	n/a
CAMP KEAIS RD	POPE JOHN PAUL II BLVD	PACIFIC GRADE RD	1.55	n/a
CAMP KEAIS RD	IMMOKALEE RD	POPE JOHN PAUL II BLVD	2.64	n/a
CAPRI BLVD	SAMAR LN	COLLIER BLVD	1.20	n/a
CAPRI BLVD	GRENADA AVE	LUZON AVE	0.08	n/a
CAPRI BLVD	LUZON AVE	PANAY AVE	0.08	n/a
CAPRI BLVD	ANTIGUA ST	GRENADA AVE	0.08	n/a
CAPRI BLVD	PANAY AVE	SAMAR LN	0.04	n/a
COLLIER BLVD	N END JOLLEY BRIDGE	CAPRI BLVD	1.14	n/a
COLLIER BLVD	CAPRI BLVD	MAINSAIL DR	1.03	n/a
COLLIER BLVD	MAINSAIL DR	FIDDLERS CREEK PKWY	1.47	n/a
COLLIER BLVD	CITY GATE DR	RAMP	0.11	n/a
COLLIER BLVD	MAGNOLIA POND DR	CITY GATE BLVD N	0.17	n/a
COLLIER BLVD	RAMP	RAMP	0.08	n/a
COLLIER BLVD	RAMP	RAMP	0.23	n/a
COLLIER BLVD	RAMP	RAMP	0.17	n/a
COLLIER BLVD	DAVIS BLVD	RAMP	0.19	n/a
CR 846	IMMOKALEE BOUNDARY	STOCKADE RD	1.02	n/a
CR 846	CAMP KEAIS RD	IMMOKALEE BOUNDARY	0.47	n/a
EVERGLADES BLVD S	I-75	48TH AVE SE	0.26	n/a
GOLDEN GATE BLVD E	8TH ST NE	10TH ST NE	0.25	n/a
GOLDEN GATE BLVD E	6TH ST NE	8TH ST NE	0.26	n/a
GOLDEN GATE BLVD E	4TH ST NE	6TH ST NE	0.25	n/a
GOLDEN GATE BLVD E	2ND ST NE	4TH ST NE	0.25	n/a
GOLDEN GATE BLVD E	WILSON BLVD N	2ND ST NE	0.25	n/a
GOLDEN GATE BLVD E	12TH ST NE	14TH ST NE	0.25	n/a
GOLDEN GATE BLVD E	10TH ST NE	12TH ST NE	0.25	n/a
GOLDEN GATE BLVD E	20TH ST NE	22ND ST NE	0.25	n/a
GOLDEN GATE BLVD E	18TH ST NE	20TH ST NE	0.25	n/a
GOLDEN GATE BLVD E	16TH ST NE	18TH ST NE	0.25	n/a
GOLDEN GATE BLVD E	14TH ST NE	16TH ST NE	0.26	n/a
GOODLETTE-FRANK RD N	VANDERBILT BEACH RD	PELICAN MARSH BLVD	0.75	n/a
GOODLETTE-FRANK RD N	PELICAN MARSH BLVD	CREEKSIDE BLVD	0.85	n/a
GOODLETTE-FRANK RD N	CREEKSIDE BLVD	IMMOKALEE RD	0.20	n/a
IMMOKALEE RD	47TH AVE NE	WILD TURKEY DR	2.32	n/a
IMMOKALEE RD	OIL WELL GRADE RD	Point on Immokalee Rd	4.74	n/a
IMMOKALEE RD	CORKSCREW LN	LIMPKIN RD	0.41	n/a
IMMOKALEE RD	RABBIT RUN RD	CORKSCREW LN	0.64	n/a
IMMOKALEE RD	PLATT ROAD	RABBIT RUN RD	0.26	n/a
IMMOKALEE RD	Point on Immokalee Rd	CAMP KEAIS RD	2.10	n/a
IMMOKALEE RD	LIMPKIN RD	LILAC LN	0.10	n/a

**Collector and Arterial Network Gaps - Insufficient Facility**

**(Connector Sidewalk) - Ranked by EJ**

NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
IMMOKALEE RD	47TH AVE NE	47TH AVE NE	0.14	n/a
LOGAN BLVD N	CORAL WOOD DR	HICKORY WOOD DR	0.25	n/a
LOGAN BLVD N	LOGAN BLVD S	TEAK WOOD DR	0.19	n/a
LOGAN BLVD N	CHERRY WOOD DR	VANDERBILT BEACH RD	0.17	n/a
LOGAN BLVD N	TEAK WOOD DR	CORAL WOOD DR	0.25	n/a
LOGAN BLVD N	HICKORY WOOD DR	CHERRY WOOD DR	0.25	n/a
LOGAN BLVD S	TALLOWOOD WAY	HAWTHORN WOODS WAY	0.25	n/a
LOGAN BLVD S	PINE RIDGE RD	NAPA WOODS WAY	0.12	n/a
LOGAN BLVD S	LOGAN BLVD N	MAHOGONY RIDGE DR	0.20	n/a
LOGAN BLVD S	BOXWOOD WAY	TALLOWOOD WAY	0.25	n/a
LOGAN BLVD S	TAMARIND RIDGE DR	SYCAMORE DR	0.25	n/a
LOGAN BLVD S	HAWTHORN WOODS WAY	GREEN BLVD	0.27	n/a
LOGAN BLVD S	SYCAMORE DR	PINE RIDGE RD	0.13	n/a
LOGAN BLVD S	PALMETTO WOODS DR	TAMARIND RIDGE DR	0.25	n/a
LOGAN BLVD S	MAHOGANY RIDGE DR	PALMETTO WOODS DR	0.25	n/a
OAKES BLVD	AUTUMN OAKS LN	IMMOKALEE RD	0.08	n/a
OAKES BLVD	VANDERBILT BEACH RD	ENGLISH OAKS LN	0.16	n/a
OIL WELL RD	CAMP KEAIS RD	PACIFIC GRADE RD	0.97	n/a
OIL WELL RD	DESOTO BLVD N	OIL WELL GRADE RD	2.09	n/a
OIL WELL RD	PACIFIC GRADE RD	SR 29	3.72	n/a
OIL WELL RD	OIL WELL GRADE RD	AVE MARIA BLVD	3.11	n/a
OIL WELL RD	AVE MARIA BLVD	CAMP KEAIS RD	1.00	n/a
ORANGE BLOSSOM DR	AUTUMN WOODS BLVD	STONEGATE DR	0.16	n/a
ORANGE BLOSSOM DR	MILL POND BLVD	AIRPORT PULLING RD N	0.32	n/a
ORANGE BLOSSOM DR	GOODLETTE-FRANK RD N	AUTUMN WOODS BLVD	0.18	n/a
PINE RIDGE RD	NEFFS WAY	COLLIER BLVD	0.14	n/a
PINE RIDGE RD	LOGAN BLVD S	NEFFS WAY	1.75	n/a
SAINT ANDREWS BLVD	TAMIAMI TRL E	PEBBLE BEACH BLVD	0.18	n/a
SR 29	IMMOKALEE BOUNDARY	OIL WELL RD	6.81	n/a
TAMIAMI TRL E	E HAMILTON RD	LAKE PARK BLVD	0.14	n/a
TAMIAMI TRL E	RIGGS RD	ROYAL HAMMOCK BLVD	0.19	n/a
TAMIAMI TRL E	GREENWAY RD	DUDA RD	0.22	n/a
TAMIAMI TRL E	BASIK DR	TRINITY PL	0.19	n/a
TAMIAMI TRL E	TRINITY PL	AUTO RANCH RD	0.06	n/a
TAMIAMI TRL E	LAKE PARK BLVD	RIGGS RD	0.17	n/a
TAMIAMI TRL E	AUTO RANCH RD	E HAMILTON RD	0.25	n/a
TAMIAMI TRL E	ROYAL HAMMOCK BLVD	ROYAL HAMMOCK BLVD	0.19	n/a
TAMIAMI TRL E	ROYAL HAMMOCK BLVD	SIX LS FARM RD	0.14	n/a
TAMIAMI TRL E	DUDA RD	BASIK DR	0.91	n/a
TAMIAMI TRL N	LAUREL OAK DR	PELICAN BAY BLVD	0.18	n/a
TAMIAMI TRL N	PINE RIDGE RD	LAUREL OAK DR	0.28	n/a
TAMIAMI TRL N	CENTER ST	CAJEPUT DR	0.64	n/a
TAMIAMI TRL N	CAJEPUT DR	GULF PARK DR	0.16	n/a
TAMIAMI TRL N	PELICAN BAY BLVD	CENTER ST	0.18	n/a
VANDERBILT BEACH RD	WEBER BLVD N	DANBURY BLVD	0.62	n/a
WILSON BLVD N	24TH AVE NE	IMMOKALEE RD	0.21	n/a
WILSON BLVD N	GOLDEN GATE BLVD E	10TH AVE NE	1.26	

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
AIRPORT RD S	GLADES BLVD	WALKERS LN	0.05	Very High
AIRPORT RD S	STANFORD CT	STANFORD CT	0.06	Very High
AIRPORT RD S	WALKER LN	CALEDONIA AVE	0.06	Very High
AIRPORT RD S	CONNECTICUT AVE	LINWOOD AVE	0.06	Very High
AIRPORT RD S	CALEDONIA AVE	CALUSA AVE	0.06	Very High
AIRPORT RD S	CALUSA AVE	STANFORD CT	0.05	Very High
AIRPORT RD S	LINWOOD AVE	FRANCIS AVE	0.06	Very High
AIRPORT RD S	FRANCIS AVE	GLADES BLVD	0.01	Very High
AIRPORT RD S	DAVIS BLVD	CONNECTICUT AVE	0.10	Very High
AIRPORT RD S	TERRACE AVE	DAVIS BLVD	0.07	Very High
AIRPORT RD S	STANFORD CT	ESPINAL BLVD	0.16	Very High
AIRPORT RD S	ESPINAL BLVD	TAMIAMI TRL E	0.11	Very High
COLLIER BLVD	18TH AVE SW	17TH AVE SW	0.14	Very High
CORONADO PKWY	HUNTER BLVD	52ND TER SW	0.07	Very High
CORONADO PKWY	52ND TER SW	54TH TER SW	0.24	Very High
CORONADO PKWY	54TH TER SW	55TH ST SW	0.07	Very High
CORONADO PKWY	55TH ST SW	55TH TER SW	0.06	Very High
CORONADO PKWY	55TH TER SW	ALLEY	0.03	Very High
DAVIS BLVD	TAMIAMI TRL E	COMMERCIAL DR	0.27	Very High
DAVIS BLVD	AVONDALE ST	PINE AVE	0.06	Very High
DAVIS BLVD	BROOKSIDE DR	AVONDALE ST	0.13	Very High
DAVIS BLVD	COMMERCIAL DR	BROOKSIDE DR	0.02	Very High
DAVIS BLVD	SHADOWLAWN DR	AIRPORT PULLING RD S	0.26	Very High
DAVIS BLVD	PINE ST	SHADOWLAWN DR	0.25	Very High
GOODLETTE-FRANK RD N	5TH AVE N	7TH AVE N	0.29	Very High
GOODLETTE-FRANK RD N	4TH AVE N	5TH AVE N	0.07	Very High
GOODLETTE-FRANK RD N	3RD AVE N	4TH AVE N	0.13	Very High
GOODLETTE-FRANK RD N	CENTRAL AVE	3RD AVE N	0.20	Very High
GOODLETTE-FRANK RD S	CENTRAL AVE	1ST AVE S	0.07	Very High
GOODLETTE-FRANK RD S	1ST AVE S	BAYFRONT PL	0.15	Very High
GOODLETTE-FRANK RD S	BAYFRONT PL	5TH AVE S	0.17	Very High
IMMOKALEE DR	N 9TH ST	CLIFTON ST	0.06	Very High
IMMOKALEE DR	CLIFTON ST	N 10TH ST	0.06	Very High
IMMOKALEE DR	10TH ST N	HABITAT CT	0.05	Very High
IMMOKALEE DR	HABITAT CT	N 11TH ST	0.07	Very High
IMMOKALEE DR	N 11TH ST	GLADIOLA ST	0.06	Very High
IMMOKALEE DR	GADIOLA ST	POINSETTIA ST	0.06	Very High
IMMOKALEE DR	POINSETTIA ST	N 15TH ST	0.13	Very High
N 1ST ST	PINE ST	2ND AVE	0.05	Very High
N 1ST ST	2ND AVE	OAK ST	0.04	Very High
N 1ST ST	E MAIN ST	PINE ST	0.08	Very High
N 1ST ST	OAK ST	ROBERTS AVE E	0.12	Very High
S 1ST ST	BOSTON AVE	W MAIN ST	0.13	Very High
S 1ST ST	COLORADO AVE	E DELAWARE AVE	0.10	Very High
S 1ST ST	E DELAWARE AVE	W DELAWARE AVE	0.03	Very High
S 1ST ST	W DELAWARE AVE	EUSTIS AVE	0.13	Very High
S 1ST ST	EUSTIS AVE	CARVER ST	0.09	Very High
S 1ST ST	W MAIN ST	BOSTON AVE	0.12	Very High
SANTA BARBARA BLVD	GREEN BLVD	16TH PL SW	0.08	Very High
SANTA BARBARA BLVD	16TH PL SW	17TH AVE SW	0.09	Very High
SUNSHINE BLVD	18TH CT SW	SUNSET RD	0.05	Very High
SUNSHINE BLVD	17TH AVE SW	18TH PL SW	0.17	Very High

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
SUNSHINE BLVD	18TH PL SW	18TH CT SW	0.03	Very High
SUNSHINE BLVD	GREEN BLVD	16TH PL SW	0.08	Very High
SUNSHINE BLVD	16TH PL SW	17TH AVE SW	0.08	Very High
W MAIN ST	N 1ST ST	N 2ND ST	0.06	Very High
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
W MAIN ST	N 2ND ST	N 3RD ST	0.07	Very High
W MAIN ST	N 3RD ST	N 4TH ST	0.07	Very High
W MAIN ST	N 4TH ST	S 4TH ST	0.02	Very High
W MAIN ST	S 4TH ST	N 5TH ST	0.04	Very High
W MAIN ST	N 6TH ST	N 7TH ST	0.13	Very High
W MAIN ST	N 6TH ST	N 7TH ST	0.07	Very High
W MAIN ST	N 5TH ST	S 6TH ST	0.04	Very High
W MAIN ST	S 6TH ST	N 6TH ST	0.02	Very High
W MAIN ST	W MAIN ST	N 11TH ST	0.05	Very High
CARSON RD	LAKE TRAFFORD RD	REFLECTIONS AVE	0.12	High
CARSON RD	EDEN AVE	DIMAR LN	0.03	High
CARSON RD	BRADLEY DR	CAMBRIDGE CT	0.03	High
CARSON RD	WILTON CT	BRADLEY DR	0.01	High
CARSON RD	CURRY RD	WILTON CT	0.03	High
CARSON RD	DIMAR LN	MAX DR	0.03	High
CARSON RD	REFLECTIONS WAY	REFLECTIONS WAY	0.08	High
CARSON RD	REFLECTIONS WAY	CURRY RD	0.06	High
CARSON RD	GINGER LN	WESTCLOX ST	0.05	High
CARSON RD	MAX DR	GINGER LN	0.01	High
CARSON RD	IMMOKALEE DR	LINCOLN BLVD	0.10	High
CARSON RD	LINCOLN BLVD	LAKE TRAFFORD RD	0.41	High
CARSON RD	CAMBRIDGE CT	EDEN AVE	0.05	High
CORONADO PKWY	50TH TER SW	HUNTER BLVD	0.18	High
CORONADO PKWY	LUCERNE RD	50TH TER SW	0.14	High
CORONADO PKWY	GOLDEN GATE PKWY	LUCERNE RD	0.10	High
GOLDEN GATE PKWY	SUNSHINE BLVD	ALLEY	0.04	High
GOLDEN GATE PKWY	52ND TER SW	53RD TER SW	0.08	High
GOLDEN GATE PKWY	CORONADO PKWY	TROPICANA BLVD	0.09	High
GOLDEN GATE PKWY	50TH ST SW	52ND TER SW	0.07	High
GOLDEN GATE PKWY	53RD TER SW	53RD ST SW	0.33	High
GOLDEN GATE PKWY	53RD ST SW	55TH ST SW	0.15	High
GOLDEN GATE PKWY	ALLEY	CORONADO PKWY	0.14	High
GOLDEN GATE PKWY	43RD LN SW	44TH ST SW	0.05	High
GOLDEN GATE PKWY	44TH ST SW	45TH ST SW	0.14	High
GOLDEN GATE PKWY	45TH ST SW	CORAL PALMS LN	0.14	High
GOLDEN GATE PKWY	CORAL PALMS LN	SUNSHINE BLVD	0.08	High
GOLDEN GATE PKWY	TROPICANA BLVD	50TH ST SW	0.24	High
IMMOKALEE DR	CHARLOTTE ST	ADAMS AVE W	0.08	High
IMMOKALEE DR	ADAMS AVE W	DADE ST	0.10	High
IMMOKALEE DR	DADE ST	ESCAMBIA ST	0.16	High
IMMOKALEE DR	ESCAMBIA ST	N 9TH ST	0.15	High
IMMOKALEE DR	N 18TH ST	N 19TH ST	0.12	High
IMMOKALEE DR	N 19TH ST	WELLS ST	0.09	High
IMMOKALEE DR	WELLS ST	DILSA LN	0.06	High
IMMOKALEE DR	DILSA LN	EL PASO TRL	0.26	High
IMMOKALEE DR	TAYLOR ST	EL PASO TRL	0.03	High
IMMOKALEE DR	EL PASO TRL	IMMOKALEE DR	0.06	High

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
IMMOKALEE DR	IMMOKALEE DR	CARSON RD	0.04	High
IMMOKALEE DR	EL PASO TRL	TAYLOR ST	0.09	High
LAKE TRAFFORD RD	LAUREL ST	PINE ST	0.06	High
LAKE TRAFFORD RD	PINE ST	N 18TH ST	0.08	High
LAKE TRAFFORD RD	N 18TH ST	HICKOCK LN	0.02	High
LAKE TRAFFORD RD	HICKOCK LN	N 19TH ST	0.10	High
LAKE TRAFFORD RD	KRYSTAL LN	BRYANT ST	0.03	High
LAKE TRAFFORD RD	BRYANT ST	RINGO LN	0.03	High
LAKE TRAFFORD RD	WARDEN LN	GARDEN LAKE CIR	0.04	High
LAKE TRAFFORD RD	GARDEN LAKE CIR	MAJORIE ST	0.02	High
LAKE TRAFFORD RD	MAJORIE ST	GARDEN LAKE CIR	0.02	High
LAKE TRAFFORD RD	GARDEN LAKE CIR	PALM DR	0.04	High
LAKE TRAFFORD RD	PALM DR	FRIENDSHIP DR	0.06	High
LAKE TRAFFORD RD	FRIENDSHIP DR	SUMMER GLEN BLVD	0.07	High
LAKE TRAFFORD RD	N 29TH ST	CARSON RD	0.03	High
LAKE TRAFFORD RD	SUMMER GLEN BLVD	HARVEST DR	0.07	High
LAKE TRAFFORD RD	N 15TH ST	LAUREL ST	0.10	High
LAKE TRAFFORD RD	N 19TH ST	TITUS LN	0.06	High
LAKE TRAFFORD RD	CARSON RD	CURRY RD	0.50	High
LAKE TRAFFORD RD	HARVEST DR	N 29TH ST	0.06	High
LAKE TRAFFORD RD	RINGO LN	WARDEN LN	0.06	High
LAKE TRAFFORD RD	TITUS LN	KRYSTAL LN	0.05	High
LAKE TRAFFORD RD	LIBERTY WAY	LITTLE LEAGUE RD	0.23	High
LAKE TRAFFORD RD	LINCOLN BLVD	LIBERTY WAY	0.13	High
LAKE TRAFFORD RD	CURRY RD	LINCOLN BLVD	0.08	High
N 1ST ST	ADAMS AVE E	IMMOKALEE DR	0.08	High
N 1ST ST	ROBERTS AVE	BROWARD ST	0.10	High
N 1ST ST	BROWARD ST	ADAMS AVE E	0.07	High
SUNSHINE BLVD	20TH CT SW	23RD AVE SW	0.26	High
SUNSHINE BLVD	23RD AVE SW	LUCERNE RD	0.08	High
SUNSHINE BLVD	LUCERNE RD	GOLDEN GATE PKWY	0.10	High
SUNSHINE BLVD	SUNSET RD	20TH PL SW	0.19	High
SUNSHINE BLVD	20TH PL SW	20TH CT SW	0.05	High
WESTCLOX ST	N 15TH ST	CARSON RD	1.05	High
111TH AVE N	7TH ST N	8TH ST N	0.25	Medium
111TH AVE N	8TH ST N	TAMIAMI TRL N	0.24	Medium
COLLIER BLVD	20TH PL SW	18TH AVE SW	0.32	Medium
COLLIER BLVD	23RD AVE SW	20TH PL SW	0.33	Medium
COLLIER BLVD	23RD AVE SW	GOLDEN GATE PKWY	0.14	Medium
COLLIER BLVD	25TH AVE SW	CITY GATE BLVD N	1.02	Medium
GOLDEN GATE PKWY	COLLIER BLVD	ALLEY	0.11	Medium
GOLDEN GATE PKWY	ALLEY	41ST ST SW	0.03	Medium
GOLDEN GATE PKWY	41ST ST SW	42ND ST SW	0.14	Medium
GOLDEN GATE PKWY	42ND ST SW	42ND TER SW	0.06	Medium
GOLDEN GATE PKWY	42ND TER SW	43RD ST SW	0.06	Medium
GOLDEN GATE PKWY	43RD ST SW	43RD LN SW	0.12	Medium
IMMOKALEE DR	N 15TH ST	N 16TH ST	0.09	Medium
IMMOKALEE DR	N 16TH ST	MCBLACK ST	0.03	Medium
IMMOKALEE DR	MCBLACK ST	N 17TH ST	0.05	Medium
IMMOKALEE DR	N 17TH ST	N 18TH ST	0.08	Medium
RADIO RD	CAPE SABLE DR	ST CLAIR SHORES RD	0.03	Medium
RADIO RD	SAN MARCOS BLVD	CAPE SABLE DR	0.10	Medium

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
RADIO RD	LEAWOOD LN	SAN MARCOS BLVD	0.06	Medium
RADIO RD	TRUMAN CIR	LEAWOOD CIR	0.03	Medium
RADIO RD	SHERBROOK DR	TRUMAN CIR	0.06	Medium
RADIO RD	BRIARWOOD BLVD	SHERBROOK DR	0.19	Medium
RADIO RD	LIVINGSTON RD S	BRIARWOOD BLVD	0.28	Medium
THOMASSON DR	ALLADIN LN	LOMBARDY LN	0.14	Medium
THOMASSON DR	LOMBARDY LN	ORCHARD LN	0.06	Medium
THOMASSON DR	BAYSHORE DR	DOMINION DR	0.28	Medium
111TH AVE N	VANDEBILT DR	6TH ST N	0.25	n/a
111TH AVE N	6TH ST N	SOLIEL DR	0.12	n/a
111TH AVE N	SOLIEL DR	7TH ST N	0.14	n/a
9TH ST N	28TH AVE N	HARBOUR DR	0.05	n/a
9TH ST N	DIANA AVE	26TH AVE N	0.12	n/a
9TH ST N	26TH AVE N	28TH AVE N	0.16	n/a
AIRPORT RD N	CARLISLE CT	ORANGE BLOSSOM DR	0.14	n/a
AIRPORT RD N	POINCIANA DR	BAILEY LN	0.16	n/a
AIRPORT RD N	LONG OAK BLVD	CARLISLE CT	0.11	n/a
AIRPORT RD N	J AND C BLVD	TRADE CENTER WAY	0.10	n/a
AIRPORT RD N	COACH HOUSE LN	PONCE DE LEON DR	0.16	n/a
AIRPORT RD N	S HORSESHOE DR	DOMESTIC AVE	0.08	n/a
AIRPORT RD N	LONGBOAT DR	GOLDEN GATE PKWY	0.44	n/a
AIRPORT RD N	N HORSESHOE DR	OUTRIGGER LN	0.09	n/a
AIRPORT RD N	YMCA RD	COUGAR DR	0.13	n/a
AIRPORT RD N	ARBOUR WALK CIR	BEAR CREEK DR	0.07	n/a
AIRPORT RD N	WILLOW PARK DR	ARBOUR WALK CIR	0.08	n/a
AIRPORT RD N	NAPLES TRACE CIR	IMMOKALEE RD	0.23	n/a
AIRPORT RD N	BEAR CREEK DR	LONE OAK BLVD	0.03	n/a
AIRPORT RD N	CITRUS LAKE DR	OLD GROVES RD	0.23	n/a
AIRPORT RD N	ORANGE BLOSSOM DR	CITRUS LAKE DR	0.30	n/a
AIRPORT RD N	NAPLES BLVD	COUGAR DR	0.24	n/a
AIRPORT RD N	HAWKSRIDGE DR	PINEWOODS CIR	0.22	n/a
AIRPORT RD N	GOLDEN GATE PKWY	HALSTATT DR	0.39	n/a
AIRPORT RD N	PINE RIDGE RD	YMCA RD	0.13	n/a
AIRPORT RD N	DOMESTIC AVE	N HORSESHOE DR	0.12	n/a
AIRPORT RD N	COUGAR DR	J AND C BLVD	0.10	n/a
AIRPORT RD N	HALSTATT DR	COACH HOUSE LN	0.33	n/a
AIRPORT RD N	CLIPPER WAY	LONGBOAT DR	0.07	n/a
AIRPORT RD N	MERCANTILE AVE	CLIPPER WAY	0.02	n/a
AIRPORT RD N	OUTRIGGER LN	MERCANTILE AVE	0.03	n/a
AIRPORT RD N	BAILEY LN	HAWKSRIDGE DR	0.20	n/a
AIRPORT RD N	PONCE DE LEON DR	GREY OAKS BLVD W	0.20	n/a
AIRPORT RD N	HOLLYWOOD DR	NAPLES BLVD	0.12	n/a
AIRPORT RD N	COUGAR DR	HOLLYWOOD DR	0.13	n/a
AIRPORT RD N	TRADE CENTER WAY	WILLOW PARK DR	0.09	n/a
AIRPORT RD S	SEAGRAPE AVE	POINSETTIA AVE	0.07	n/a
AIRPORT RD S	POINSETTIA AVE	HIBISCUS AVE	0.07	n/a
AIRPORT RD S	HIBISCUS AVE	ESTEY AVE	0.06	n/a
AIRPORT RD S	ESTEY AVE		0.12	n/a
AIRPORT RD S		TERRACE AVE	0.06	n/a
BONITA BEACH RD	VANDEBILT DR	VALLEY DR	0.30	n/a
BONITA BEACH RD	BAREFOOT BAY CT	BAREFOOT BEACH BLVD	0.11	n/a



Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
BONITA BEACH RD	VALLEY DR	WEST AVE	0.19	n/a
BONITA BEACH RD	BAREFOOT BEACH BLVD		0.27	n/a
BONITA BEACH RD	BAY POINT LN	BAREFOOT BAY CT	0.84	n/a
BROADWAY E	COPELAND AVE N	BUCKNER AVE N	0.07	n/a
BROADWAY E		COLLIER AVE	0.04	n/a
COLLIER AVE	CAMELLIA ST E	BEGONIA ST	0.18	n/a
COLLIER AVE	DATURA ST	CAMELLIA ST	0.11	n/a
COLLIER AVE	FREESIA ST	DATURA ST	0.15	n/a
COLLIER AVE	GARDENIA ST E	FREESIA ST	0.15	n/a
COLLIER AVE	HIBISCUS ST E	GARDENIA ST	0.10	n/a
COLLIER AVE	BROADWAY E	HIBISCUS ST E	0.05	n/a
COPELAND AVE S	IXORA ST	JASMINE ST E	0.11	n/a
COPELAND AVE S	JASMINE ST W	KUMQUAT ST	0.11	n/a
COPELAND AVE S	KUMQUAT ST	PLANTATION PKWY	0.11	n/a
COPELAND AVE S	PLANTATION PKWY	EC AIRPARK RD	0.12	n/a
COPELAND AVE S	EC AIRPARK RD	OYSTER BAR LN	0.22	n/a
COPELAND AVE S	BROADWAY E	IXORA ST	0.05	n/a
DAVIS BLVD	BEDZEL CIR	COLLIER BLVD	0.13	n/a
DAVIS BLVD	PINE ACRES	LAKEWOOD BLVD	0.18	n/a
DAVIS BLVD	AIRPORT PULLING RD S	PINE ACRES	0.38	n/a
EVERGLADES BLVD N	58TH AVE NE	60TH AVE NE	0.25	n/a
GOLDEN GATE PKWY	GOODLETTE-FRANK RD N	LUCKY LN	0.12	n/a
GOLDEN GATE PKWY	LUCKY LN	ESTUARY BLVD	0.94	n/a
GOODLETTE-FRANK RD N	PINE RIDGE RD	PANTHER LN	0.25	n/a
GOODLETTE-FRANK RD N	ROYAL POINCIANA DR	BURNING TREE DR	0.06	n/a
GOODLETTE-FRANK RD N	CREECH RD	RIDGE ST	0.15	n/a
GOODLETTE-FRANK RD N	NORTHGATE DR	PINE RIDGE RD	0.13	n/a
GOODLETTE-FRANK RD N	POMPEI LN	NORTHGATE DR	0.07	n/a
GOODLETTE-FRANK RD N	GOLDEN GATE PKWY	22ND AVE N	0.18	n/a
GOODLETTE-FRANK RD N	RIDGE ST	OHIO DR	0.28	n/a
GOODLETTE-FRANK RD N	28TH AVE N	WILDERNESS DR	0.09	n/a
GOODLETTE-FRANK RD N	22ND AVE N	26TH AVE N	0.23	n/a
GOODLETTE-FRANK RD N	MOORINGS PARK DR	MOORINGS PARK DR	0.12	n/a
GOODLETTE-FRANK RD N	13TH AVE N	14TH AVE N	0.06	n/a
GOODLETTE-FRANK RD N	ORANGE BLOSSOM DR	CALUSA BAY BLVD	0.29	n/a
GOODLETTE-FRANK RD N	RED OAK BLVD	ORANGE BLOSSOM DR	0.52	n/a
GOODLETTE-FRANK RD N	WILDERNESS DR	CREECH RD	0.07	n/a
GOODLETTE-FRANK RD N	PANTHER LN	CENTER ST	0.54	n/a
GOODLETTE-FRANK RD N	OHIO DR	ROYAL POINCIANA DR	0.51	n/a
GOODLETTE-FRANK RD N	7TH AVE N	13TH AVE N	0.42	n/a
GOODLETTE-FRANK RD N	26TH AVE N	28TH AVE N	0.16	n/a
GOODLETTE-FRANK RD N	14TH AVE N	FLEISCHMANN BLVD	0.27	n/a
GOODLETTE-FRANK RD N	MOORINGS PARK DR	POMPEI LN	0.17	n/a
GOODLETTE-FRANK RD N	FLEISCHMANN BLVD	GOLDEN GATE PKWY	0.20	n/a
GOODLETTE-FRANK RD N	SOLANA RD	MOORINGS PARK DR	0.29	n/a
GOODLETTE-FRANK RD N	CENTER ST	RED OAK BLVD	0.23	n/a
GOODLETTE-FRANK RD N	CARICA RD	VANDERBILT BEACH RD	0.14	n/a
GOODLETTE-FRANK RD N	MOORINGS PARK DR	MOORINGS PARK DR	0.24	n/a
GOODLETTE-FRANK RD N	LEMURIA CIR	CARICA RD	0.21	n/a
GOODLETTE-FRANK RD N	CALUSA BAY BLVD	LEMURIA CIR	0.25	n/a
GRAND LELY DR	CLASSICS DR	COLLIER BLVD	0.12	n/a

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
GRAND LELY DR	SARATOGA BLVD	CLASSICS DR	0.12	n/a
GRAND LELY DR	LELY CULTURAL PKWY	SUSSEX CT	0.22	n/a
GRAND LELY DR	RATTLESNAKE HAMMOCK RD	MOORGATE POINT LN	0.40	n/a
GRAND LELY DR	MOORGATE POINT LN	LELY CULTURAL PKWY	0.18	n/a
GRAND LELY DR	PLAYERS COVE DR	SARATOGA BLVD	0.20	n/a
GRAND LELY DR	SUSSEX CT	ASHTON RD	0.15	n/a
GRAND LELY DR	ASHTON RD	LELY RESORT BLVD	0.45	n/a
GRAND LELY DR	LELY RESORT BLVD	PLAYERS COVE DR	0.28	n/a
IMMOKALEE RD	THE LN	ASTON DR	0.12	n/a
IMMOKALEE RD	REGENT CIR	THE LN	0.13	n/a
IMMOKALEE RD	EUCLID AVE	REGENT CIR	0.13	n/a
IMMOKALEE RD	WINTERVIEW DR	EUCLID AVE	0.06	n/a
IMMOKALEE RD	TAMIAMI TRL N	COMMONS PL	0.13	n/a
IMMOKALEE RD	AIRPORT PULLING RD N	WINTERVIEW DR	0.31	n/a
IMMOKALEE RD	CYPRESS WAY E	AIRPORT PULLING RD N	0.09	n/a
IMMOKALEE RD	BENT TREE LN	CYPRESS WAY W	0.29	n/a
IMMOKALEE RD	COMMONS PL	RIVERCHASE BLVD	0.11	n/a
IMMOKALEE RD	RIVERCHASE BLVD	COLLIERS RESERVE DR	0.14	n/a
IMMOKALEE RD	COLLIERS RESERVE DR	REMINGTON WAY	0.17	n/a
IMMOKALEE RD	CREEKSIDE TRL	CREEKSIDE ST	0.08	n/a
IMMOKALEE RD	PARNU ST	BENT TREE LN	0.16	n/a
IMMOKALEE RD	VETERANS PARK DR	PARNU ST	0.23	n/a
IMMOKALEE RD	MEDICAL BLVD	VETERANS PARK DR	0.18	n/a
IMMOKALEE RD	RAMP	RAMP	0.05	n/a
IMMOKALEE RD	JULIET BLVD	RAMP	0.18	n/a
IMMOKALEE RD	RAMP	RAMP	0.21	n/a
IMMOKALEE RD	CREEKSIDE ST	GOODLETTE FRANK RD N	0.10	n/a
IMMOKALEE RD	LIVINGSTON RD N	WINDSONG CIR	0.07	n/a
GOLDEN GATE PKWY	LUCKY LN	ESTUARY BLVD	0.94	n/a
IMMOKALEE RD	WINDSONG CIR	SANDRA BAY DR	0.06	n/a
IMMOKALEE RD	SANDRA BAY DR	STRAND BLVD	0.25	n/a
IMMOKALEE RD	HEALTH PARK BLVD	MEDICAL BLVD	0.29	n/a
IMMOKALEE RD	RAMP	NORTHBROOKE DR	0.19	n/a
LELY RESORT BLVD	CHANDRA DR	LELY ISLAND BLVD	0.11	n/a
LELY RESORT BLVD	WILDFLOWER WAY	FALCONS GLEN BLVD	0.47	n/a
LELY RESORT BLVD	FALCONS GLEN BLVD	INDIAN WELLS WAY	0.12	n/a
LELY RESORT BLVD	GRAND LELY DR	MAHOGANY RUN LN	0.20	n/a
LELY RESORT BLVD	LELY ISLAND BLVD	MUSTANG DR	0.12	n/a
LELY RESORT BLVD	MUSTANG DR	MYSTIC GREENS WAY	0.08	n/a
LELY RESORT BLVD	MYSTIC GREENS WAY	MICHAEL CIR	0.05	n/a
LELY RESORT BLVD	MICHAEL CIR	MICHAEL CIR	0.07	n/a
LELY RESORT BLVD	MICHAEL CIR	TAMIAMI TR E	0.29	n/a
LELY RESORT BLVD	MAHOGANY RUN LN	WILDFLOWER WAY	0.16	n/a
MAGNOLIA POND DR	NOAHS CIR	TITAN WAY	0.62	n/a
MAGNOLIA POND DR	COLLIER BLVD	NOAHS CIR	0.19	n/a
NORTHBROOKE DR	TARPON BAY BLVD	INTERNATIONAL DR	0.12	n/a
NORTHBROOKE DR	INTERNATIONAL DR	MILLCREEK LN	0.08	n/a
NORTHBROOKE DR	IMMOKALEE RD	NORTHBROOKE PLAZA DR	0.09	n/a
NORTHBROOKE DR	NORTHBROOK PLAZA DR	NORTHBROOK DR	0.05	n/a
OAKES BLVD	STANDING OAKS LN	GOLDEN OAKS LN	0.25	n/a
OAKES BLVD	SPANISH OAKS LN	HIDDEN OAKS LN	0.25	n/a

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
OAKES BLVD	AUTUMN OAKS LN	HIDDEN OAKS LN	0.25	n/a
OAKES BLVD	SHADY OAKS LN	STANDING OAKS LN	0.25	n/a
OAKES BLVD	GOLDEN OAKS LN	SPANISH OAKS LN	0.25	n/a
OAKES BLVD	BUR OAKS LN	SHADY OAKS LN	0.25	n/a
OAKES BLVD	ENGLISH OAKS LN	BUR OAKS LN	0.25	n/a
ORANGE BLOSSOM DR	BRIDGEWATER BAY BLVD	LIVINGSTON RD N	0.28	n/a
ORANGE BLOSSOM DR	TIMBERLINE DR	WELLINGTON DR	0.11	n/a
ORANGE BLOSSOM DR	YARBERRY LN	MILL POND BLVD	0.06	n/a
ORANGE BLOSSOM DR	CAY LAGOON DR	YARBERRY LN	0.07	n/a
ORANGE BLOSSOM DR	STONEGATE DR	WELLINGTON DR	0.24	n/a
ORANGE BLOSSOM DR	TIMBERLINE DR	CAY LAGOON DDR	0.09	n/a
ORANGE BLOSSOM DR	WELLINGTON DR	TIMBERLINE DR	0.13	n/a
ORANGE BLOSSOM DR	AIRPORT PULLING RD N	BRIDGEWATER BAY BLVD	0.73	n/a
PARK SHORE DR		CYPRESS WOODS DR	0.12	n/a
PINE RIDGE RD	PINE RIDGE CT	EAST AVE	0.13	n/a
PINE RIDGE RD	CARIBBEAN RD	PINE RIDGE CT	0.07	n/a
PINE RIDGE RD	LAWSON WAY	RAMP	0.24	n/a
PINE RIDGE RD	WHIPPOORWILL LN	LAWSON WAY	0.12	n/a
PINE RIDGE RD	VINEYARDS BLVD	LOGAN BLVD S	0.54	n/a
PINE RIDGE RD	TAYLOR RD	SHIRLEY ST	0.09	n/a
PINE RIDGE RD	NAPA BLVD	VINEYARDS BLVD	0.26	n/a
PINE RIDGE RD	JAEGER RD	TAYLOR RD	0.13	n/a
PINE RIDGE RD	PINE RIDGE RD	JAEGER RD	0.17	n/a
PINE RIDGE RD	RAMP	NAPA BLVD	0.23	n/a
PINE RIDGE RD	AIRPORT PULLING RD N	MUSEUM RD	0.09	n/a
PINE RIDGE RD	MUSEUM RD	LEWIS LN	0.17	n/a
PINE RIDGE RD	LEWIS LN	GRAND CYPRESS CIR	0.02	n/a
PINE RIDGE RD	GRAND CYPRESS CIR	SUMMERWIND DR	0.10	n/a
PINE RIDGE RD	SUMMERWIND DR	KENSINGTON PARK BLVD	0.15	n/a
PINE RIDGE RD	WOODSHIRE LN	AIRPORT PULLING RD N	0.25	n/a
PINE RIDGE RD	CYPRESS GLEN WAY	LA COSTA CIR	0.21	n/a
PINE RIDGE RD	YABL ST	NAPLES BLVD	0.19	n/a
PINE RIDGE RD	LA COSTA CIR	LIVINGSTON RD S	0.13	n/a
PINE RIDGE RD	FOREST LAKES BLVD	YABL ST	0.18	n/a
GOLDEN GATE PKWY	LUCKY LN	ESTUARY BLVD	0.94	n/a
PINE RIDGE RD	EAST AVE	GOODLETTE-FRANK RD N	0.11	n/a
PINE RIDGE RD	KENSINGTON BLVD	CYPRESS GLEN WAY	0.18	n/a
PINE RIDGE RD	GATEWAY LN	KRAMER DR	0.16	n/a
PINE RIDGE RD	NAPLES BLVD	WOODSHIRE LN	0.12	n/a
PINE RIDGE RD	TAMIAMI TRL N	CARIBBEAN RD	0.19	n/a
PINE RIDGE RD	RAMP	RAMP	0.19	n/a
PINE RIDGE RD	LIVINGSTON RD S	MERIDIAN PL	0.16	n/a
PINE RIDGE RD	MERIDIAN PL	KRAFT RD	0.15	n/a
PINE RIDGE RD	KRAFT RD	GATEWAY LN	0.02	n/a
PINE RIDGE RD	PREMIER WAY	PINE RIDGE RD	0.17	n/a
PINE RIDGE RD	GOODLETTE-FRANK RD N	PREMIER WAY	0.12	n/a
RADIO RD	TINA LN	DARMOUTH DR	0.20	n/a
RADIO RD	MARIE LN	TINA LN	0.03	n/a
RADIO RD	BROADVIEW DR	SUNNY ACRES	0.02	n/a
RADIO RD	APPLEWOOD AVE	BROADVIEW DR	0.01	n/a

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
RADIO RD	SAINT CLAIR SHORES RD	APPLEWOOD AVE	0.10	n/a
RADIO RD	COMMERCIAL BLVD	LIVINGSTON RD S	0.13	n/a
RADIO RD	ENCHANTING BLVD	COMMERCIAL BLVD	0.03	n/a
RADIO RD	CORPORATE SQ	ESTHER ST	0.15	n/a
RADIO RD	DONNA ST	CORPORATE SQ	0.15	n/a
RADIO RD	SUNNY ACRES	MARIE LN	0.07	n/a
RADIO RD	ESTHER ST	ENCHANTING BLVD	0.05	n/a
RATTLESNAKE HAMMOCK RD	COYOTE DR	COLLIER BLVD	0.15	n/a
RATTLESNAKE HAMMOCK RD	PEPPER CIR	VALLEY STREAM DR	0.08	n/a
RATTLESNAKE HAMMOCK RD	HAWAII BLVD	PEPPER CIR	0.05	n/a
RATTLESNAKE HAMMOCK RD	DORAL CIR	CHARLEMAGNE BLVD	0.23	n/a
RATTLESNAKE HAMMOCK RD	CHANTELLE DR	GREENWOOD CIR	0.12	n/a
RATTLESNAKE HAMMOCK RD	GREENWOOD CIR	COUNTY BARN RD	0.15	n/a
RATTLESNAKE HAMMOCK RD	COUNTY BARN RD	PALM HAVEN BLVD	0.13	n/a
RATTLESNAKE HAMMOCK RD	AUGUSTA BLVD	ST ANDREWS BLVD	0.24	n/a
RATTLESNAKE HAMMOCK RD	COLLEGE PARK CIR	IVERNESS CLUB DR	0.43	n/a
RATTLESNAKE HAMMOCK RD	MANDALAY CIR	PARKERS HAMMOCK RD	0.51	n/a
RATTLESNAKE HAMMOCK RD	SKYWAY DR	COLLEGE PARK CIR	0.14	n/a
RATTLESNAKE HAMMOCK RD	PARKERS HAMMOCK RD	SKYWAY DR	0.20	n/a
RATTLESNAKE HAMMOCK RD	TAMIAMI TRL E	HAWAII BLVD	0.25	n/a
RATTLESNAKE HAMMOCK RD	VALLEY STREAM DR	DORAL CIR	0.19	n/a
RATTLESNAKE HAMMOCK RD	PALM HAVEN BLVD	GAGE LN	0.22	n/a
RATTLESNAKE HAMMOCK RD	GAGE LN	AUGUSTA BLVD	0.17	n/a
RATTLESNAKE HAMMOCK RD	POLLY AVE	HUNTINGTON WOODS DR	0.09	n/a
RATTLESNAKE HAMMOCK RD	HUNTINGTON WOODS DR	MANDALAY CIR	0.14	n/a
RATTLESNAKE HAMMOCK RD	CHARLEMAGNE BLVD	CHANTELLE DR	0.13	n/a
RATTLESNAKE HAMMOCK RD	IVERNESS CLUB DR	SIERRA MEADOWS BLVD	0.14	n/a
RATTLESNAKE HAMMOCK RD	SIERRA MEADOWS BLVD	COYOTE DR	0.12	n/a
SANTA BARBARA BLVD	17TH AVE SW	CEDAR TREE LN	0.03	n/a
SEAGATE DR	MYRA JANCO DANIELS BLVD	TAMIAMI TRL N	0.23	n/a
SEAGATE DR	CRAYTON RD	MYRA JANCO DANIELS BLVD	0.25	n/a
TAMIAMI TRL N	CASTELLO DR	SEAGATE DR	0.07	n/a
TAMIAMI TRL N	TRAIL TERRACE DR	SOLANA RD	0.09	n/a
TAMIAMI TRL N	RIDGE ST	HIGHPOINT DR	0.12	n/a
TAMIAMI TRL N	HARBOUR DR	CREECH RD	0.10	n/a
TAMIAMI TRL N	FRANK WHITEMAN BLVD	CYPRESS WOODS DR	0.15	n/a
TAMIAMI TRL N	SHADY REST LN	MORNINGSIDE DR	0.11	n/a
TAMIAMI TRL N	CYPRESS WOODS DR	MICHIGAN AVE	0.05	n/a
TAMIAMI TRL N	CREECH RD	ROSEMARY LN	0.10	n/a
TAMIAMI TRL N	OHIO DR	FRANK WHITEMAN BLVD	0.15	n/a
TAMIAMI TRL N	CASTELLO DR	CASTELLO DR	0.31	n/a
TAMIAMI TRL N	ROSEMARY LN	RIDGE ST	0.06	n/a
TAMIAMI TRL N	GRANADA BLVD	CASTELLO DR	0.19	n/a
TAMIAMI TRL N	SOLANA RD	SHADY REST LN	0.07	n/a
TAMIAMI TRL N	HIGH POINT DR	OHIO DR	0.16	n/a
TAMIAMI TRL N	MICHIGAN AVE	TRAIL TERRACE DR	0.13	n/a
TAMIAMI TRL N	MORNINGSIDE DR	GRANADA BLVD	0.26	n/a
THOMASSON DR	ACADIA LN	VERITY LN	0.07	n/a
THOMASSON DR	DOMINION DR	ACADIA LN	0.05	n/a
THOMASSON DR	VERITY LN	ALLADIN LN	0.09	n/a
VANDERBILT BEACH RD		GULFSHORE DR	0.03	n/a

Collector and Arterial Network Gaps - Insufficient Facility (Connector Sidewalk) - Ranked by EJ				
NAME	LOW_CROSS	HIGH_CROSS	Miles	EJ
VANDERBILT BEACH RD	GULF SHORE CT	COMMERCE ST	0.11	n/a
VANDERBILT BEACH RD	SOUTHBAY DR	VANDERBILT DR	0.11	n/a
VANDERBILT BEACH RD	LAUNCH CIR	VANDERBILT DR	0.07	n/a
VANDERBILT BEACH RD	GULFSHORE DR	GULF SHORE CT	0.06	n/a
VANDERBILT DR	97TH AVE N	98TH AVE N	0.06	n/a
VANDERBILT DR	103RD AVE N	GERMAIN AVE	0.01	n/a
VANDERBILT DR	PALM CT	94TH AVE N	0.05	n/a
VANDERBILT DR	93RD AVE N	PALM CT	0.02	n/a
VANDERBILT DR	110TH AVE N	111TH AVE N	0.06	n/a
VANDERBILT DR	FLAMINGO AVE	110TH AVE N	0.02	n/a
VANDERBILT DR	102ND AVE N	103RD AVE N	0.06	n/a
VANDERBILT DR	109TH AVE N	FLAMINGO AVE	0.04	n/a
VANDERBILT DR	HERON AVE	109TH AVE N	0.03	n/a
VANDERBILT DR	108TH AVE N	HERON AVE	0.03	n/a
VANDERBILT DR	92ND AVE N	93RD AVE N	0.06	n/a
VANDERBILT DR	PINE AVE	97TH AVE N	0.01	n/a
VANDERBILT DR	WILLETT AVE	101ST AVE N	0.02	n/a
VANDERBILT DR	100TH AVE N	WILLETT AVE	0.04	n/a
VANDERBILT DR	EGRET AVE	108TH AVE N	0.05	n/a
VANDERBILT DR	107TH AVE N	EGRET AVE	0.01	n/a
VANDERBILT DR	104TH AVE N	SEABEE AVE	0.03	n/a
VANDERBILT DR	TRADE WINDS AVE	100TH AVE N	0.03	n/a
VANDERBILT DR	LAGOON AVE	99TH AVE N	0.05	n/a
VANDERBILT DR	91ST AVE N	92ND AVE N	0.07	n/a
VANDERBILT DR	95TH AVE N	96TH AVE N	0.05	n/a
VANDERBILT DR	OAK AVE	95TH AVE N	0.03	n/a
VANDERBILT DR	94TH AVE N	OAK AVE	0.04	n/a
VANDERBILT DR	96TH AVE N	97TH AVE N	0.06	n/a
VANDERBILT DR	SEAGULL AVE	102ND AVE N	0.01	n/a
VANDERBILT DR	101ST AVE N	SEAGULL AVE	0.06	n/a
VANDERBILT DR	105TH AVE N	106TH AVE N	0.06	n/a
VANDERBILT DR	VANDERBILT BEACH RD	91ST AVE N	0.10	n/a
VANDERBILT DR	99TH AVE N	TRADEWINDS AVE	0.03	n/a
VANDERBILT DR	106TH AVE N	107TH AVE N	0.06	n/a
VANDERBILT DR	103RD AVE N	104TH AVE N	0.05	n/a
VANDERBILT DR	98TH AVE N	LAGOON AVE	0.02	n/a
VANDERBILT DR	SEABEE AVE	105TH AVE N	0.04	n/a
WHITE BLVD	31ST ST SW	WEBER BLVD S	1.00	n/a
WHITE BLVD	WEBER BLVD S	39TH ST SW	0.12	n/a
WIGGINS PASS RD	CENTER LN	TAMIAMI TRL N	0.16	n/a
WIGGINS PASS RD	WEST LN	CENTER LN	0.06	n/a
WIGGINS PASS RD	TARPON COVE DR	WEST LN	0.18	n/a
WIGGINS PASS RD	GULF HARBOR DR	TARPON COVE DR	0.13	n/a
WIGGINS PASS RD	WIGGINS BAY DR	GULF HARBOR DR	0.14	n/a
WIGGINS PASS RD	WIGGINS BAY DR	VANDERBILT DR	0.34	n/a

Appendix 11 - Tier 1 Segments from Walkable Community Studies \*

Local Roads Opportunities				Criteria															Points 100
				15	10	5	5	5	5	10	10	5	5	5	5	5	5	5	
				Safety		Connectivity				Equity		Economic Dev			Support		Readiness	Major road	
Location	Road Name	Low Cross Street	High Cross Street	high crash	improve issue	1 path/trail	school/ park	Fills gap	transit	Few or none	EJ	Connects to commerce	High job area	walkable connectivity	WCS, RSA	Local	Pre-construction	Major road	Totals
Immokalee	E Main St	12th St	15th St	5	0	0	0	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 3rd St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 4th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 5th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 6th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 7th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 2nd St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 3rd St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 4th St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 6th St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	Boston Ave	S 1st St	S 9th St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	5	55
Immokalee	Carson Rd	Lake Trafford Rd	Westclox St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	5	55
Immokalee	Colorado Ave	S 1st St	S 9th St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	5	55
Immokalee	S 9th St	W Main St	Eustis Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	0	55
City of Naples	3rd Ave S	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	10	5	0	0	5	5	0	0	50
City of Naples	4th - 6th St S	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	10	5	0	0	5	5	0	0	50
City of Naples	4th Ave S	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	10	5	0	0	5	5	0	0	50
City of Naples	7th St N	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	10	5	0	0	5	5	0	0	50
City of Naples	Gordon Dr	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	10	5	0	0	5	5	0	0	50
Marco Island	Bald Eagle Bike Lanes	San Marco Blvd	N Collier Blvd	0	0	5	5	5	5	0	0	5	0	5	0	5	5	5	45
Marco Island	Collier Alternate South Bike Lanes	Dead end	San Marco Rd	0	0	5	5	5	5	0	0	5	0	5	0	5	5	5	45
Gateway	Shadowlawn Dr	US 41	Davis Blvd	0	0	0	5	5	0	10	10	5	0	0	5	5	0	0	45
City of Naples	12th St N	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	0	5	0	0	5	5	0	0	40
City of Naples	2nd Ave S	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	0	5	0	0	5	5	0	0	40
City of Naples	6th-15th Ave S	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	0	5	0	0	5	5	0	0	40
Naples Manor	Broward St	Floridan Ave	Texas Ave	0	0	0	5	5	0	10	10	0	0	0	5	5	0	0	40
Naples Manor	Carolina Ave	Texas Ave	McCarty St	0	0	0	5	5	0	10	10	0	0	0	5	5	0	0	40
Marco Island	Collier Alternate North Bike Lanes	San Marco Blvd	N Barfield Dr	0	0	5	0	5	5	0	0	5	0	5	0	5	5	5	40
Naples Manor	Jennings St	Floridan Ave	Texas Ave	0	0	0	5	5	0	10	10	0	0	0	5	5	0	0	40
City of Naples	Lake Dr	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	0	5	0	0	5	5	0	0	40
Gateway	Linwood Ave	Shadowlawn	Commerical Dr	0	0	0	0	5	0	10	10	5	0	0	5	5	0	0	40
City of Naples	Mandarin Dr	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	0	5	0	0	5	5	0	0	40
City of Naples	Pine St	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	0	5	0	0	5	5	0	0	40
Gateway	Pineland St	US 41	Francis Ave	0	0	0	0	5	0	10	10	5	0	0	5	5	0	0	40
City of Naples	Riverside Cir	South Golf Dr	14th Ave S	0	0	0	5	5	5	10	0	5	0	0	5	5	0	0	40
Naples Manor	Texas Ave	Perry Ln	Catts St	0	0	5	5	0	0	10	10	0	0	0	5	5	0	0	40
Naples Manor	Trammel St	Floridan Ave	Texas Ave	0	0	5	5	0	0	10	10	0	0	0	5	5	0	0	40
Gateway	Andrew Dr	US 41	N of Caldonia Ave	0	0	0	5	0	0	10	10	0	0	0	5	5	0	0	35
Gateway	Bayside St	US 41	Dead end	0	0	0	5	0	0	10	10	0	0	0	5	5	0	0	35
Everglades City	Broadway	Riverside Dr	Copeland Ave	0	0	0	5	5	0	10	0	0	0	5	5	0	0	5	35
Gateway	Caldonia Ave	Andrew Dr	Airport Rd	0	0	0	5	0	0	10	10	0	0	0	5	5	0	0	35
Gateway	Calusa Ave	Andrew Dr	Airport Rd	0	0	0	5	0	0	10	10	0	0	0	5	5	0	0	35
Gateway	Commercial Dr	US 41	Davis Blvd	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Gateway	Connecticut Ave	Shadowlawn	Airport Rd	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Everglades City	Copeland Ave	City Hall	Chokoloskee Causeway	0	0	0	5	5	0	10	0	0	0	5	5	0	0	5	35
Everglades City	Datura St	E School Dr	Collier Ave (29)	0	0	0	5	5	0	10	0	0	0	5	5	0	0	5	35
Naples Manor	Flemming St	Floridan Ave	Texas Ave	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Gateway	Francis Ave	Dead end	Shadowlawn	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Naples Manor	Georgia Ave	Jennings St	Confederate Dr	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Bayshore	Karen Drive	Bayshore Dr	Dead end	0	0	0	5	0	0	10	10	0	0	0	5	5	0	0	35
Marco Island	North Barfield Shared Use Path	San Marco Blvd	N Collier Blvd	0	0	5	5	5	0	0	0	5	0	5	0	5	0	5	35
Gateway	Palm St	Washington Ave	US 41	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Gateway	Spruce St	Washington Ave	US 41	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Gateway	Washington Ave	Pine	Palm	0	0	0	0	5	0	10	10	0	0	0	5	5	0	0	35
Bayshore	Areca Avenue	Bayshore Dr	Dominion	0	0	0	0	0	0	10	10	0	0	0	5	5	0	0	30
Bayshore	Barrett Avenue E	Bayshore Dr	Dead end	0	0	0	0	0	0	10	10	0	0	0	5	5	0	0	30

\* Does not Include Tier 1 recommendations from Golden Gate City Walkable Community Study

Local Roads Opportunities				Criteria															Points 100
				15	10	5	5	5	5	10	10	5	5	5	5	5	5	5	
				Safety		Connectivity				Equity		Economic Dev			Support		Readiness	Major road	Totals
Location	Road Name	Low Cross Street	High Cross Street	high crash	improve issue	1 path/trail	school/ park	Fills gap	transit	Few or none	EJ	Connects to commerce	High job area	walkable connectivity	WCS, RSA	Local	Pre-construction	Major road	
Bayshore	Bayshore Drive S - South of Thomasson	Dead end	Thommason Dr	0	0	0	0	0	0	10	10	0	0	0	5	5	0	0	30
Everglades City	Collier Ave (SR 29)	Begonia	bridge	0	0	0	0	5	0	10	0		0	5	5	0	0	5	30
Naples Manor	Gilchrist St	Floridan Ave	Texas Ave	0	0	0	0	0	0	10	10	0	0	0	5	5	0	0	30
Unincorp C	Goodland	San Marco Rd	S of Harbor Place	0	0	5	0	5	0	0	0			5	0	5	5	5	30
Naples Manor	Hardee St	Floridan Ave	Tucker Ave	0	0	0	0	0	0	10	10	0	0	0	5	5	0	0	30
Bayshore	Lunar Street	Bayshore Dr	Dead end	0	0	0		0	0	10	10	0	0	0	5	5	0	0	30
Bayshore	Pine Street	Canal	US 41	0	0	0	0	0	0	10	10	0	0	0	5	5	0	0	30
Bayshore	Van Buren Avenue W	Dead end	Bayshore Dr	0	0	0	0	0	0	10	10	0	0	0	5	5	0	0	30
Bayshore	Peters Street	Collee Ct	US 41	0	0	0	0	0	0	10	0	0	0	0	5	5	0	0	20
Marco Island	Sandhill Shared Use Path	Winterberry Dr	San Marco Rd	0	0	5	0	5	0	0	0	0	0	5	0	5	0	0	20
Immokalee	N 9th St	W Main St	Immokalee Dr	0	0	0	5	5	5	10	10	5	0	5	5	10	0	0	TIGER Grant
Immokalee	N 2nd St	W Main St	Roberts Ave	0	0	0	5	5	0	10	10	5	0	5	5	10	0	5	TIGER Grant
Immokalee	Dade St	Washington Ave	Madison Ave W	0	0	0	0	5	5	10	10	5	0	5	5	10	0	0	TIGER Grant
Immokalee	Escambia St	Immokalee Dr	Calle Armistad	0	0	0	5	5	5	10	10	5	0	5	5	10	0	0	TIGER Grant
Immokalee	Adams Ave W	Immokalee Dr	Hendry St	0	0	0	5	5	5	10	10	5	0	5	5	5	0	0	TIGER Grant
Immokalee	Charlotte St	Immokalee Dr	Madison Ave W	0	0	0	0	5	0	10	10	5	0	5	5	5	0	5	TIGER Grant
Immokalee	Adams Ave E	N 1st St	Alachua St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	0	TIGER Grant
Immokalee	Alachua St	New Market Rd E	Roberts Ave	0	0	0	0	5	0	10	10	5	0	5	5	5	0	5	TIGER Grant



Local Streets within One Miles of School and Transit and Meet Very High EJ Criteria**			
10TH CT S	ALABAMA AVE	LOIS ST	STANFORD CT
11TH ST N	ALLEY	MANORCA AVE	STAR GRASS LN
11TH ST SE	ANDRES LN	MAPLE DR	STOCKADE RD
12TH ST S	ANDREW DR	MARY EVANS DR	STOKES AVE
13TH ST N	AVONDALE ST	MAUDE WAY	TAMIAMI TRL E
14TH ST N	BAYFRONT PL	MCCARTY CT	TRADEPORT PKWY
16TH PL SW	BETHUNE RD	MCCARTY ST	TUCKER AVE
17TH AVE SW	BOOKER BLVD	MIMOSA AVE	TYLER AVE
17TH CT SW	BOSTON AVE	MONROE ST	VERONICA LN
17TH PL SW	BROWN WAY	N 10TH ST	W MAIN ST
18TH AVE SW	CALDWELL ST	N 15TH ST	WALKER LN
18TH CT SW	CAMELLIA AVE	N 3RD ST	WARREN ST
18TH PL SW	CARLTON ST	N 4TH ST	WHEELER LN
19TH AVE SW	CATALINA TER	N 5TH ST	WHISTLERS GREEN CIR
19TH CT SW	CENTRAL AVE	N 6TH ST	WHITE WAY
1ST AVE S	CLIFTON ST	N 7TH ST	WILD PINES LN
20TH CT SW	CONFEDERATE DR	N 8TH ST	WILLIAMS LN
20TH PL SW	DIXIE DR	NEW HARVEST RD	WILLIE MAE HARPER DR
21ST AVE SW	DOAK AVE	NIXON DR	WINIFRED AVE
21ST PL SW	E DELAWARE AVE	OAK ST	
22ND AVE SW	ENTRANCE ST	OAKHAVEN CIR	
22ND PL SW	EUSTIS AVE E	ORCHID AVE	
23RD AVE SW	FAHRNEY ST	PALM AVE	
23RD CT SW	FLORENCE CT	PALM RIDGE DR	
23RD PL SW	FORRESTER AVE	PELTON AVE	
24TH AVE SW	FREDERICK ST	PINE ST	
2ND AVE	GAUNT ST	PIPER LN	
2ND AVE N	GLADES BLVD	POINSETTIA ST	
3RD AVE N	GLADIOLA ST	PORT O CALL WAY	
42ND TER SW	GLENWOOD ST	PRICE AVE	
43RD LN SW	GORDON ST	RAINTREE LN	
43RD ST SW	GROSS AVE	RAMANO LN	
43RD TER SW	HABITAT CT	REBECCA DR	
44TH ST SW	HANCOCK ST	RIVER POINT DR	
44TH TER SW	HEMINGWAY CIR	RIVERSIDE CIR	
45TH ST SW	HEMINGWAY LN	ROBERTO LN	
45TH TER SW	HERITAGE CIR	ROBERTS AVE	
46TH TER SW	HOLLAND ST	S 2ND ST	
4TH AVE N	INDIAN CAMP RD	S 3RD ST	
4TH AVE S	JASMINE CIR	S 4TH ST	
52ND LN SW	JEFFERSON AVE E	S 6TH CT	
52ND TER SW	JENNY LN	S 6TH ST	
53RD ST SW	JEROME DR	S 7TH ST	
54TH ST SW	JONES ST	S 8TH ST	
54TH TER SW	JUMP ST	S 9TH ST	
55TH ST SW	KIRKWOOD AVE	SANTA ROSA AVE	
55TH TER SW	LAUREL RIDGE LN	SCHOOL DR	
5TH AVE	LINWOOD AVE	SCHOOL RD	
5TH AVE N	LINWOOD WAY	SEA GRASS LN	
7TH AVE	LOGAN CT	SHOLTZ ST	
	** There are 1,000 road segments that meet these criteria. Only road name is listed. Please call MPO office at 239-252-5814 for segment information.		
	EJ Criteria	Miles	
	Medium	46.8	
	High	39.0	
	Very High	33.1	
	Total Miles	118.9	

Local Streets within One Miles of School and Transit and Meet High EJ Criteria**			
13TH AVE N	BASS RD	MADISON AVE E	THOMAS LN
14TH AVE N	BECCA AVE	MADISON AVE W	WALKING STICK LN
15TH ST N	BEMBURY DR	MANATEE ST	WARDEN LN
19TH CT SW	BRADLEY DR	MANGROVE ST	WASHINGTON AVE
19TH PL SW	BROWARD ST	MARION LN	WELLS ST
20TH AVE SW	BRYANT AVE	MARLIN DR	WILTON CT
20TH CT SW	BRYANT ST	MEL JEN DR	
21ST AVE SW	BURNING TREE DR	MERRIHUE DR	
22ND PL SW	C AVE	MIRAHAM PL	
23RD PL SW	CALLE AMISTAD	MIRAHAM TER	
24TH PL SW	CARSON RD	MONROE CT	
25TH AVE SW	CATTS ST	MONROE ST	
25TH CT SW	CHARLOTTE ST	N 11TH ST	
25TH PL SW	COLLINS AVE	N 19TH ST	
26TH AVE SW	COPPER LEAF LN	N 29TH ST	
26TH PL SW	CREWS CT	NASSAU ST	
27TH AVE SW	CROOKED LN	OKEECHOBEE ST	
27TH CT SW	CURRY RD	ORANGE ST	
27TH PL SW	CYPRESS POINT DR	PAINTED LEAF LN	
28TH AVE SW	CYPRESS ST	PALM ST	
28TH PL SW	DADE ST	PAPAYA ST	
29TH PL SW	DILSA LN	PEACH ST	
30TH PL SW	DIMAR LN	PEAR ST	
31ST AVE SW	DIXIE AVE E	PERCH PL	
31ST PL SW	DIXIE AVE W	PHYLLIS LN	
44TH ST SW	EL PASO TRL	PIER B	
44TH TER SW	FLAGLER ST	PIER E	
45TH ST SW	FLOUNDER DR	PIER H	
45TH TER SW	FRIENDSHIP DR	PIER I	
46TH ST SW	GEORGETOWN BLVD	PIER J	
46TH TER SW	GINGER LN	PIER K	
47TH ST SW	GLADES ST	PINE RIDGE RD	
47TH TER SW	HABITAT CTR	PINE ST	
52ND TER SW	HALL RD	PINELLAS ST	
53RD ST SW	HARDEE ST	PLUM ST	
53RD TER SW	HARVEST DR	POPLAR ST	
54TH ST SW	HENDRY ST	QUAIL ROOST RD	
55TH ST SW	HICKOCK LN	RAULERSON RD	
5TH AVE	IMMOKALEE DR	REFLECTIONS AVE	
8TH AVE	INDIAN RIVER ST	REFLECTIONS WAY	
ALACHUA ST	JACKSON ST	RINGO LN	
ALAMO DR	JAEGER RD	ROY WAY	
ALLEY	JEFFERSON AVE E	SANDPIPER ST	
ALPHA CT	JEFFERSON AVE W	SERENITY DR	
APPLE ST	KISSIMMEE ST	SHIRLEY ST	
ARBUTUS ST	KRISTIN CT	SHOLTZ ST	
ASH LN	KRISTY LN	SPRUCE ST	
ASHLEY LN	KRYSTAL LN	SUMMER GLEN BLVD	
AVOCADO ST	LEE ST	TAYLOR RD	
B AVE	LUCKY LN	TAYLOR TER	
** There are 1,000 road segments that meet these criteria. Only road name is listed. Please call the MPO office at 239-252-5814 for segment information.			
	EJ Criteria	Miles	
	Medium	46.8	
	High	39.0	
	Very High	33.1	
	Total Miles	118.9	

Local Streets within One Miles of School and Transit and Meet Medium EJ Criteria**			
100TH AVE N	4TH ST S	FLORIDA AVE	SCARLET CT
101ST AVE N	50TH LN SW	FURSE LAKES CIR	SEACREST AVE
102ND AVE N	50TH ST SW	GOLDIE LN	SEMINOLE AVE
103RD AVE N	50TH TER SW	GUILFORD CT	SEMINOLE ST
104TH AVE N	51ST ST SW	GUILFORD RD	SHOREVIEW DR
105TH AVE N	51ST TER SW	GULFVIEW DR	SKYLINE DR
106TH AVE N	52ND LN SW	HARRISON RD	SUNNYLAND LN
107TH AVE N	52ND ST SW	I 75/COLLIER RAMP N	TAMIAMI LN
108TH AVE N	52ND TER SW	IBIS CLUB DR	TERN DR
109TH AVE N	53RD LN SW	INDUSTRIAL BLVD	TERYL RD
110TH AVE N	53RD ST SW	JEEPERS DR	TREETOPS DR
11TH AVE S	54TH ST SW	LAKE AVE	TWISTING TRL
12TH AVE S	54TH TER SW	LAUREL ST	UNITY WAY
13TH AVE S	55TH ST SW	LIBERTY LN	WESTPORT LN
17TH AVE SW	55TH TER SW	LIGHTHOUSE LN	WHITE LAKE BLVD
17TH AVE SW	5TH ST S	LOMBARDY LN	WINDING WAY
17TH CT SW	6TH AVE	LONG KEY CT	WOODSIDE AVE
17TH PL SW	6TH ST S	LONGBOAT DR	
18TH AVE SW	7TH AVE	MCBLACK ST	
18TH CT SW	7TH ST S	MINDI AVE	
19TH AVE SW	8TH AVE	MITCHELL ST	
19TH CT SW	8TH CT E	MOHAWK PL	
19TH PL SW	8TH CT W	MYRTLE LN	
20TH CT SW	9TH ST S	N 16TH ST	
20TH PL SW	ACADIA LN	N 17TH ST	
21ST AVE SW	ALLEY	NORMANDY DR	
21ST PL SW	ANDREWS AVE	OKEECHOBEE ST	
22ND AVE SW	ANTIQUE CT	ORCHARD LN	
22ND PL SW	BASIN ST	OSCEOLA AVE	
23RD AVE SW	BAY ST	OUTER DR	
23RD CT SW	BAYSHORE DR	PALM AVE	
24TH AVE SW	BROAD AVE S	PALM DR	
27TH PL SW	CALOOSA ST	PALM FROND CT	
28TH AVE SW	CANAL ST	PALMETTO CT	
28TH CT SW	CAPTAINS CV	PENNY LN	
28TH PL SW	CHEROKEE ST	PINE CT	
29TH PL SW	CINDY AVE	PINE ST	
30TH AVE SW	COCO AVE	PINE TREE DR	
30TH PL SW	COCONUT PALM CIR	PLANTATION CIR	
31ST AVE SW	COLLEE CT	PLANTATION WAY	
31ST PL SW	COLLIER/I 75 RAMP S	QUEEN PALM DR	
41ST TER SW	COLONIAL DR	RADIO LN	
42ND ST SW	CONSTITUTION DR	REYNOLDS CT	
42ND TER SW	CORPORATE SQ	RIVERVIEW DR	
43RD ST SW	CYPRESS LN	ROBERTS AVE W	
48TH ST SW	DALE AVE	ROOST RD	
48TH TER SW	ENCHANTING BLVD	ROSE AVE	
49TH LN SW	ESTHER ST	SABAL CT	
49TH ST SW	FERN ST	SABAL LAKE DR	
49TH TER SW	FIRANO DR	SANTA CLARA DR	
** There are 1,000 road segments that meet these criteria. Only road name is listed. Please call MPO office at 239-252-5814 for segment information.			
EJ Criteria	Miles		
Medium	46.8		
High	39.0		
Very High	33.1		
Total Miles	118.9		

Local St within One Mile of a Transit Stop and Meet Very High EJ Criteria **			
10TH CT S	BOSTON AVE	MIMOSA AVE	WARREN ST
11TH ST S	BREEZEWOOD DR	MONROE ST	WHEELER LN
12TH ST S	BROWN WAY	N 10TH ST	WHISTLERS GREEN CIR
13TH ST N	CALDWELL ST	N 15TH ST	WHITE WAY
14TH ST N	CALEDONIA AVE	N 2ND ST	WILD PINES LN
15TH ST SE	CAMELLIA AVE	N 3RD ST	WILLIAMS LN
16TH PL SW	CARLTON ST	N 4TH ST	WILLIE MAE HARPER DR
17TH AVE SW	CAROLINA AVE	N 5TH ST	WINIFRED AVE
17TH CT SW	CATALINA TER	N 6TH ST	
17TH PL SW	CENTRAL AVE	N 7TH ST	
18TH AVE SW	CLIFTON ST	N 8TH ST	
18TH CT SW	COLLINS CT	NEW HARVEST RD	
18TH PL SW	COLORADO AVE	NIXON DR	
19TH AVE SW	COMMERCIAL DR	OAK ST	
19TH CT SW	CONFEDERATE DR	OAKHAVEN CIR	
1ST AVE S	CONNECTICUT AVE	ORCHID AVE	
20TH CT SW	DIXIE DR	PALM AVE	
20TH PL SW	DOAK AVE	PALM RIDGE DR	
21ST AVE SW	E DELAWARE AVE	PALM ST	
21ST PL SW	ENTRANCE ST	PELTON AVE	
22ND AVE SW	EUSTIS AVE E	PETERS AVE	
22ND PL SW	FAHRNEY ST	PINE ST	
23RD AVE SW	FLORENCE CT	PINELAND AVE	
23RD CT SW	FORRESTER AVE	PIPER LN	
23RD PL SW	FRANCIS AVE	POINSETTIA ST	
24TH AVE SW	GAUNT ST	PORT O CALL WAY	
2ND AVE	GEORGIA AVE	PRICE AVE	
3RD AVE N	GLADES BLVD	RAINTREE LN	
41ST LN SW	GLADIOLA ST	RAMANO LN	
41ST ST SW	GLENWOOD ST	REBECCA DR	
41ST TER SW	GORDON ST	RIVER POINT DR	
42ND ST SW	GROSS AVE	RIVERSIDE CIR	
42ND TER SW	HABITAT CT	ROBERTO LN	
43RD LN SW	HANCOCK ST	ROBERTS AVE	
43RD ST SW	HEMINGWAY CIR	S 2ND ST	
43RD TER SW	HEMINGWAY LN	S 3RD ST	
44TH ST SW	HENDERSON CREEK DR	S 4TH ST	
44TH TER SW	HERITAGE CIR	S 6TH CT	
45TH ST SW	HOLLAND ST	S 7TH ST	
45TH TER SW	INDIAN CAMP RD	S 8TH ST	
46TH TER SW	JASMINE CIR	S 9TH ST	
4TH AVE	JEFFERSON AVE E	SALT ALY	
52ND TER SW	JENNY LN	SANTA ROSA AVE	
53RD ST SW	JEROME DR	SCHOOL DR	
54TH ST SW	JOHN JIMMIE RD	SCHOOL RD	
54TH TER SW	JOHNS ST	SEA GRASS LN	
55TH ST SW	JONES ST	SEMINOLE CROSSING TRL	
55TH TER SW	JUMP ST	SGT JOE JONES RD	
5TH AVE	KAWAAYCHOBEE TRL	SHOLTZ ST	
5TH ST S	LAUREL RIDGE LN	SPRUCE ST	
7TH AVE	LENA FRANK DR	STANFORD CT	
AIRPARK BLVD	LINWOOD AVE	STAR GRASS LN	
ALABAMA AVE	LINWOOD WAY	STARLINGS TRAILER PARK ACCESS	
ALACHUA ST	LOGAN CT	STOCKADE RD	
ALLEY	LOIS ST	STOKES AVE	
ANDRES LN	MANORCA AVE	TAMIAMI TRL E	
ANDREW DR	MAPLE DR	TRADEPORT PKWY	
BAYFRONT PL	MARY EVANS DR	TUCKER AVE	
BAYSIDE ST	MARY WATTS BILLIE DR	TYLER AVE	
BETHUNE RD	MAUDE WAY	VERONICA LN	
BOOKER BLVD	MCCARTY CT	W MAIN ST	
** There are 1,300 segments of roads that meet these criteria. Only road name is listed. Please call MPO office 239-252-5814 for segment information.			
EJ Criteria	Miles		
Medium	67.9		
High	50.0		
Very High	41.7		
Total Miles	159.6		

Local Streets within One Mile of a Transit Stop and Meet High EJ Criteria **			
13TH AVE N	BRYANT ST	MARJORIE ST	TUCKAHOE DR
14TH AVE N	BURNING TREE DR	MARLIN DR	UNNAMED RD
15TH ST N	C AVE	MEL JEN DR	WALKING STICK LN
19TH CT SW	CALLE AMISTAD	MERRIHUE DR	WARDEN LN
19TH PL SW	CANOVA LN	MIRAHAM PL	WASHINGTON AVE
19th S N Trailer Pk Acc	CARSON RD	MIRAHAM TER	WELLS ST
20TH AVE SW	CARTERS TRAILER PK	MONROE CT	WILKINSON LN
20TH CT SW	CATTS ST	MONROE ST	WILTON CT
21ST AVE SW	COLLINS AVE	N 11TH ST	
22ND PL SW	COPPER LEAF LN	N 19TH ST	
23RD PL SW	CREWS CT	N 29TH ST	
24TH PL SW	CROOKED LN	N WALKING STICK LN	
25TH AVE SW	CURRY RD	NASSAU ST	
25TH CT SW	CYPRESS POINT DR	OHIO DR	
25TH PL SW	CYPRESS ST	OKEECHOBEE ST	
26TH AVE SW	DADE ST	ORANGE ST	
26TH PL SW	DEER RUN RD	PAINTED LEAF LN	
27TH AVE SW	DILSA LN	PALM DR	
27TH CT SW	DIMAR LN	PALM ST	
27TH PL SW	DIXIE AVE E	PAPAYA ST	
28TH AVE SW	DIXIE AVE W	PEACH ST	
28TH PL SW	E ELKCAM CIR	PEAR ST	
29TH PL SW	EL PASO TRL	PEPPER RD	
30TH PL SW	ELM CT	PERCH PL	
31ST AVE SW	ESCAMBIA ST	PHYLLIS LN	
31ST PL SW	FLAGLER ST	PIER B	
44TH ST SW	FLOUNDER DR	PIER E	
44TH TER SW	FRIENDSHIP DR	PIER H	
45TH ST SW	GARDEN LAKE CIR	PIER I	
45TH TER SW	GETTYS DR	PIER J	
46TH ST SW	GILCHRIST ST	PIER K	
46TH TER SW	GINGER LN	PINE RIDGE RD	
47TH ST SW	GIRALDA CT	PINE ST	
47TH TER SW	GLADES ST	PINELLAS ST	
52ND TER SW	GG PKWY BYPASS	PLUM ST	
53RD ST SW	GROUPE DR	POPLAR ST	
53RD TER SW	HABITAT CTR	QUAIL ROOST RD	
54TH ST SW	HALL RD	RAULERSON RD	
55TH ST SW	HARDEE ST	REFLECTIONS AVE	
55TH TER SW	HARVEST DR	REFLECTIONS WAY	
5TH AVE	HENDRY ST	RINGO LN	
8TH AVE	HICKOCK LN	ROY WAY	
ADAMS AVE E	IMMOKALEE DR	ROYAL POINCIANA DR	
ADAMS AVE W	INDIAN RIVER ST	SANDPIPER ST	
ALACHUA ST	JACKSON ST	SERENITY DR	
ALAMO DR	JAEGER RD	SHEEPSHEAD DR	
ALICE LN	JEFFERSON AVE E	SHIRLEY ST	
ALLEY	JEFFERSON AVE W	SHOLTZ ST	
ALPHA CT	KISSIMMEE ST	SOLANA RD	
ANGLERS CV	KRISTY LN	SPRUCE ST	
APPLE ST	KRYSTAL LN	TANGERINE ST	
ARBUTUS ST	LAKE LN	TARA PARK	
ASH LN	LAKE SHORE DR	TAYLOR RD	
ASHLEY LN	LEMON TREE DR	TAYLOR RD N	
AVOCADO ST	LUCKY LN	TAYLOR RD S	
B AVE	MADISON AVE E	TAYLOR ST	
BASS RD	MADISON AVE W	TAYLOR TER	
BECCA AVE	MAGNOLIA CT	TEXAS AVE	
BRADLEY DR	MANATEE ST	THE COMMONS ACCESS	
BROWARD ST	MANGROVE ST	THOMAS LN	
BRYANT AVE	MARION LN	TIPPINS TER	
** There are 1,300 segments of roads that meet these criteria. Only road name is listed. Please call MPO office 239-252-5814 for segment information.			
EJ Criteria	Miles		
Medium	67.9		
High	50.0		
Very High	41.7		
Total Miles	159.6		

## Appendix 12 - Sidewalk on Local Roads - Proximity to School, Transit and Meet EJ Criteria

Local Streets within One Mile of a Transit Stop and Meet Medium EJ Criteria **			
100TH AVE N	53RD ST SW	DON ST	PATTON ST
101ST AVE N	54TH ST SW	EAST LN	PENNY LN
102ND AVE N	54TH ST SW	ENCHANTING BLVD	PIERCE CT
103RD AVE N	54TH TER SW	ENTERPRISE AVE	PINE CT
104TH AVE N	55TH ST SW	ESTHER ST	PINE ST
105TH AVE N	55TH TER SW	EXCHANGE AVE	PINE TREE DR
106TH AVE N	5TH AVE	FAMILY CIRCLE CT	PLANTATION CIR
107TH AVE N	5TH ST S	FERN ST	PLANTATION WAY
108TH AVE N	6TH AVE	FIRANO DR	POST CT
109TH AVE N	6TH ST S	FLEMING ST	POWER ST
110TH AVE N	7TH AVE	FLORIDA AVE	PRICE ST
11TH AVE S	7TH ST S	FURSE LAKES CIR	PROGRESS AVE
12TH AVE S	8TH AVE	GARFIELD ST	QUEEN PALM DR
13TH AVE S	8TH CT W	GERMAN WOODS CT	RADIO LN
17TH AVE SW	97TH AVE N	GILCHRIST ST	REAGAN ST
17TH CT SW	98TH AVE N	GLEN EAGLE BLVD N	RED FOX RUN
17TH PL SW	99TH AVE N	GLEN EAGLE BLVD S	REYNOLDS CT
18TH AVE SW	9TH ST S	GOLDIE LN	RIVERVIEW DR
18TH CT SW	ACADIA LN	GUILFORD CT	ROBERTS AVE W
19TH AVE SW	ALBI RD	GUILFORD RD	ROOST RD
19TH CT SW	ALLEY	GULFVIEW DR	ROSE AVE
19TH PL SW	ANDREWS AVE	HALSEY CT	RUBY CT
20TH AVE SW	ANTIQUE CT	HARRISON RD	SABAL CT
20TH CT SW	ARECA AVE	I 75/COLLIER RAMP N	SABAL LAKE DR
20TH PL SW	ARNOLD AVE	IBIS CLUB DR	Saint Clair Shores Rd
21ST AVE SW	BAREFOOT WILLIAMS RD	INDUSTRIAL BLVD	SALT ALLEY
22ND AVE SW	BARRETT AVE	IVORY CT	SAN MARCOS BLVD
22ND PL SW	BASIN ST	JEEPERS DR	SANTA CLARA DR
23RD AVE SW	BAY ST	KAREN DR	SATURN CT
23RD CT SW	BAYSHORE DR	KENNEDY CT	SAVANNAH CT
24TH AVE SW	BEAVER CT	LAKE AVE	SCARLET CT
27TH PL SW	BECK BLVD	LAUREL ST	SEACREST AVE
28TH AVE SW	BEVERLY DR	LIBERTY LN	SEMINOLE AVE
28TH AVE SW	BRIARWOOD BLVD	LIGHTHOUSE LN	SEMINOLE ST
28TH CT SW	BROAD AVE S	LOMBARDY LN	SHOREVIEW DR
29TH PL SW	BUCHANAN ST	LONG KEY CT	SKYLINE DR
30TH AVE SW	c	LONGBOAT DR	SNOWBERRY CT
30TH PL SW	CALOOSA ST	MANATEE RD	STARLINGS-
31ST AVE SW	CANAL ST	MANOR TER	-Trailer Park Access
31ST PL SW	CAPE SABLE DR	MCBLACK ST	SUNNYLAND LN
32ND AVE SW	CAPTAINS CV	MCKINLEY ST	SUNRISE BLVD
41ST ST SW	CENTER LN	MERCANTILE AVE	TAMIAMI LN
41ST TER SW	CHEROKEE ST	MINDI AVE	TERN DR
42ND ST SW	CINDY AVE	MITCHELL ST	TERYL RD
42ND TER SW	CLEVELAND CT	MOHAWK PL	TRAMMELL ST
43RD ST SW	CLIPPER WAY	MYRTLE LN	TWISTING TRL
48TH ST SW	COCO AVE	N 16TH ST	UNITY WAY
48TH TER SW	COCONUT PALM CIR	N 17TH ST	UNNAMED ST
49TH LN SW	COLLEE CT	NIMITZ ST	VAN BUREN AVE
49TH ST SW	COLLIER/I 75 RAMP S	NORMANDY DR	WEST LN
49TH TER SW	COLONIAL DR	OAK DR	WESTPORT LN
4TH ST S	COMMERCIAL BLVD	OKEECHOBEE ST	WHITE LAKE BLVD
50TH LN SW	CONSTITUTION DR	OLIVE CT	WINDING WAY
50TH ST SW	COPPERFIELD CT	ORCHARD LN	WINTERGREEN CT
50TH TER SW	CORPORATE SQ	OSCEOLA AVE	WOODSIDE AVE
51ST ST SW	CYPRESS LN	OUTER DR	
51ST TER SW	DALE AVE	PADOVA ST	
52ND LN SW	DANDELION CT	PALM AVE	
52ND ST SW	DEAN ST	PALM DR	
52ND TER SW	DEWEY CT	PALM FROND CT	
53RD LN SW	DOMESTIC AVE	PALMETTO CT	
** There are 1,300 segments of roads that meet these criteria. Only road name is listed. Please call MPO office 239-252-5814 for segment information.			
EJ Criteria	Miles		
Medium	67.9		
High	50.0		
Very High	41.7		
Total Miles	159.6		

Local Streets within One Mile of a School and Meet Very High EJ Criteria **			
10TH CT S	55TH ST SW	HABITAT CT	POINSETTIA ST
11TH ST	55TH TER SW	HANCOCK ST	PORT O CALL WAY
11TH ST N	5TH AVE	HEMINGWAY CIR	PRICE AVE
11TH ST SE	5TH AVE N	HEMINGWAY LN	RAINTREE LN
12TH ST S	5TH ST S	HERITAGE CIR	RAMANO LN
12TH ST SE	7TH AVE	HOLLAND ST	REBECCA DR
13TH ST N	ALABAMA AVE	INDIAN CAMP RD	RIVER POINT DR
14TH ST N	ALACHUA ST	JASMINE CIR	RIVERSIDE CIR
16TH PL SW	ALLEY	JEFFERSON AVE E	ROBERTO LN
17TH AVE SW	ANDRES LN	JENNY LN	ROBERTS AVE
17TH CT SW	ANDREW DR	JEROME DR	ROBERTS AVE E
17TH PL SW	AVONDALE ST	JOHNS ST	S 2ND ST
18TH AVE SW	BAYFRONT PL	JUMP ST	S 3RD ST
18TH CT SW	BAYSIDE ST	KAWAAYCHOBEE TRL	S 4TH ST
18TH PL SW	BETHUNE RD	KIRKWOOD AVE	S 6TH CT
19TH AVE SW	BOOKER BLVD	LAUREL RIDGE LN	S 6TH ST
19TH CT SW	BOSTON AVE	LINWOOD AVE	S 7TH ST
1ST AVE S	BROWN WAY	LINWOOD WAY	S 8TH ST
20TH CT SW	CALDWELL ST	LOGAN CT	S 9TH ST
20TH PL SW	CALEDONIA AVE	LOIS ST	SANTA ROSA AVE
21ST AVE SW	CAMELLIA AVE	MANORCA AVE	SCHOOL RD
21ST PL SW	CARLTON ST	MAPLE DR	SEA GRASS LN
22ND AVE SW	CAROLINA AVE	MARY EVANS DR	SEMINOLE CROSSING TRL
22ND PL SW	CATALINA TER	MAUDE WAY	SHOLTZ ST
23RD AVE SW	CENTRAL AVE	MCCARTY CT	SPRUCE ST
23RD CT SW	CLIFTON ST	MIMOSA AVE	STANFORD CT
23RD PL SW	COLLINS CT	MONROE ST	STAR GRASS LN
24TH AVE SW	COLLINS ST	N 10TH ST	Starlings Trailer Pk Access
2ND AVE	COLORADO AVE	N 15TH ST	STOCKADE RD
2ND AVE N	COMMERCIAL DR	N 2ND ST	STOKES AVE
3RD AVE N	CONFEDERATE DR	N 3RD ST	TAMIAMI TRL E
41ST TER SW	CONNECTICUT AVE	N 4TH ST	TRADEPORT PKWY
42ND ST SW	DIXIE DR	N 5TH ST	TUCKER AVE
42ND TER SW	DOAK AVE	N 6TH ST	TYLER AVE
43RD LN SW	E DELAWARE AVE	N 7TH ST	VERONICA LN
43RD ST SW	ENTRANCE ST	N 8TH ST	W MAIN ST
43RD TER SW	EUSTIS AVE E	NEW HARVEST RD	WALKER LN
44TH ST SW	FAHRNEY ST	NIXON DR	WARREN ST
44TH TER SW	FLORENCE CT	OAK ST	WHEELER LN
45TH ST SW	FORRESTER AVE	OAKHAVEN CIR	WHISTLERS GREEN CIR
45TH TER SW	FRANCIS AVE	ORCHID AVE	WHITE WAY
46TH TER SW	FREDERICK ST	PALM AVE	WILD PINES LN
4TH AVE N	GAUNT ST	PALM RIDGE DR	WILLIAMS LN
4TH AVE S	GEORGIA AVE	PALM ST	WILLIE MAE HARPER DR
52ND LN SW	GLADES BLVD	PELTON AVE	WINIFRED AVE
52ND TER SW	GLADIOLA ST	PETERS AVE	
53RD ST SW	GLENWOOD ST	PINE ST	
54TH ST SW	GORDON ST	PINELAND AVE	
54TH TER SW	GROSS AVE	PIPER LN	
** There are more than 1,200 segments of roads that meet these criteria. Only road name is listed. Please call MPO office 239-252-5814 for segment information.			
EJ Criteria	Miles		
Medium	61.4		
High	45.9		
Very High	38.7		
Total Miles	146.0		



Local Streets within One Mile of a School and Meet High EJ Criteria **			
13TH AVE N	ALPHA CT	HALL RD	PIER J
14TH AVE N	APPLE ST	HARDEE ST	PIER K
15TH ST N	ARBUTUS ST	HARVEST DR	PINE RIDGE RD
19TH CT SW	ASH LN	HENDRY ST	PINE ST
19TH PL SW	ASHLEY LN	HICKOCK LN	PINELLAS ST
19TH ST N- Trailer	AVOCADO ST	IMMOKALEE DR	PLUM ST
Park Access	B AVE	INDIAN RIVER ST	POPLAR ST
20TH AVE SW	BASS RD	JACKSON ST	QUAIL ROOST RD
20TH CT SW	BECCA AVE	JAEGER RD	RAULERSON RD
21ST AVE SW	BEMBURY DR	JEFFERSON AVE E	REFLECTIONS AVE
22ND PL SW	BRADLEY DR	JEFFERSON AVE W	REFLECTIONS WAY
23RD PL SW	BROWARD ST	KISSIMMEE ST	RINGO LN
24TH PL SW	BRYANT AVE	KRISTIN CT	RIVARD RD
25TH AVE SW	BRYANT ST	KRISTY LN	ROY WAY
25TH AVE SW	BURNING TREE DR	KRYSTAL LN	SANDPIPER ST
25TH CT SW	C AVE	LEE ST	SERENITY DR
25TH PL SW	CALLE AMISTAD	LUCKY LN	SHIRLEY ST
26TH AVE SW	CANOVA LN	MADISON AVE E	SHOLTZ ST
26TH PL SW	CARSON RD	MADISON AVE W	SPRUCE ST
27TH AVE SW	CARTERS-	MANATEE ST	SUMMER GLEN BLVD
27TH CT SW	TRAILER PARK	MANGROVE ST	TANGERINE ST
27TH PL SW	CATTS ST	MARION LN	TARA PARK
28TH AVE SW	CHARLOTTE ST	MARJORIE ST	TAYLOR RD
28TH AVE SW	COLLINS AVE	MARLIN DR	TAYLOR TER
28TH PL SW	COPPER LEAF LN	MEL JEN DR	TEXAS AVE
29TH PL SW	CREWS CT	MERRIHUE DR	THE COMMONS ACCESS
30TH PL SW	CROOKED LN	MIRAHAM PL	THOMAS LN
31ST AVE SW	CURRY RD	MIRAHAM TER	UNNAMED RD
31ST PL SW	CYPRESS POINT DR	MONROE ST	WALKING STICK LN
44TH ST SW	CYPRESS ST	N 11TH ST	WARDEN LN
44TH TER SW	DADE ST	N 19TH ST	WASHINGTON AVE
45TH ST SW	DEER RUN RD	N 29TH ST	WELLS ST
45TH TER SW	DILSA LN	N Walk Stick Ln	WILKINSON LN
46TH ST SW	DIMAR LN	NASSAU ST	WILTON CT
46TH TER SW	DIXIE AVE E	OKEECHOBEE ST	
47TH ST SW	DIXIE AVE W	ORANGE ST	
47TH TER SW	DUPONT ST	Painted Leaf Ln	
52ND TER SW	EL PASO TRL	PALM DR	
53RD ST SW	ESCAMBIA ST	PALM ST	
53RD TER SW	FLAGLER ST	Panther Creek Ln	
54TH ST SW	FLOUNDER DR	PAPAYA ST	
55TH ST SW	FRIENDSHIP DR	PEACH ST	
55TH TER SW	GARDEN LAKE CIR	PEAR ST	
5TH AVE	GEORGETOWN BLVD	PERCH PL	
8TH AVE	GILCHRIST ST	PHYLLIS LN	
ADAMS AVE E	GINGER LN	PIER B	
ADAMS AVE W	GLADES ST	PIER E	
ALACHUA ST	GG PKWY BYPASS	PIER H	
ALAMO DR	GROUPE DR	PIER I	
ALLEY	HABITAT CTR		
** There are more than 1,200 segments of roads that meet these criteria. Only road name is listed. Please call MPO office 239-252-5814 for segment information.			
EJ Criteria	Miles		
Medium	61.4		
High	45.9		
Very High	38.7		
Total Miles	146.0		

Local Streets within One Mile of a School and Meet Medium EJ Criteria **			
100TH AVE N	31ST PL SW	BEAVER CT	MITCHELL ST
101ST AVE N	32ND AVE SW	BEVERLY DR	MOHAWK PL
102ND AVE N	41ST TER SW	BROAD AVE S	MYRTLE LN
103RD AVE N	42ND ST SW	CALOOSA ST	N 16TH ST
104TH AVE N	42ND TER SW	CANAL ST	N 17TH ST
105TH AVE N	43RD ST SW	CAPTAINS CV	NORMANDY DR
105TH AVE N	48TH ST SW	CHEROKEE ST	OKEECHOBEE ST
106TH AVE N	48TH TER SW	CINDY AVE	OLIVE CT
107TH AVE N	49TH LN SW	COCO AVE	ORCHARD LN
108TH AVE N	49TH ST SW	COCONUT PALM CIR	OSCEOLA AVE
109TH AVE N	49TH TER SW	COLLEE CT	OUTER DR
10TH AVE SE	4TH AVE SE	COLLIER/I 75 RAMP S	PADOVA ST
110TH AVE N	4TH ST S	COLONIAL DR	PALM AVE
11TH AVE S	50TH LN SW	CONSTITUTION DR	PALM DR
12TH AVE S	50TH ST SW	COPPERFIELD CT	PALM FROND CT
12TH AVE SE	50TH TER SW	CORPORATE SQ	PALMETTO CT
13TH AVE S	51ST ST SW	CYPRESS LN	PENNY LN
14TH AVE SE	51ST TER SW	DALE AVE	PINE CT
16TH AVE SE	52ND LN SW	ENCHANTING BLVD	PINE ST
17TH AVE SW	52ND ST SW	ESTHER ST	PINE TREE DR
17TH CT SW	52ND TER SW	FERN ST	PLANTATION CIR
17TH PL SW	53RD LN SW	FIRANO DR	PLANTATION WAY
18TH AVE SE	53RD ST SW	FLEMING ST	POST CT
18TH AVE SW	54TH ST SW	FLORIDA AVE	QUEEN PALM DR
18TH CT SW	54TH TER SW	FRANGIPANI AVE	RADIO LN
18TH ST SE	55TH ST SW	FURSE LAKES CIR	REYNOLDS CT
19TH AVE SW	55TH TER SW	GERMAN WOODS CT	RIVERVIEW DR
19TH CT SW	5TH AVE	GILCHRIST ST	ROBERTS AVE W
19TH PL SW	5TH ST S	GLEN EAGLE BLVD S	ROOST RD
20TH AVE SE	6TH AVE	GOLDIE LN	ROSE AVE
20TH AVE SW	6TH AVE SE	GUILFORD CT	RUBY CT
20TH CT SW	6TH ST S	GUILFORD RD	SABAL CT
20TH PL SW	7TH AVE	GULFVIEW DR	SABAL LAKE DR
20TH ST SE	7TH ST S	HARRISON RD	SANTA CLARA DR
21ST AVE SW	8TH AVE	HOLLY AVE	SAVANNAH CT
21ST PL SW	8TH AVE SE	I 75/COLLIER RAMP N	SCARLET CT
22ND AVE SW	8TH CT E	IBIS CLUB DR	SEACREST AVE
22ND PL SW	8TH CT W	INDUSTRIAL BLVD	SEMINOLE AVE
23RD AVE SW	9TH ST S	JEEPERS DR	SEMINOLE ST
23RD CT SW	ACADIA LN	KAREN DR	SHOREVIEW DR
24TH AVE SW	ALBI RD	LAKE AVE	SKYLINE DR
27TH PL SW	ALLEY	LAUREL ST	SNOWBERRY CT
28TH AVE SW	ANDREWS AVE	LIBERTY LN	STARLINGS-
28TH CT SW	ANTIQUE CT	LIGHTHOUSE LN	TRAILER PARK ACCESS
28TH PL SW	ARECA AVE	LOMBARDY LN	SUNNYLAND LN
29TH PL SW	BARRETT AVE	LONG KEY CT	TAMIAMI LN
30TH AVE SW	BASIN ST	LONGBOAT DR	TERN DR
30TH PL SW	BAY ST	MCBLACK ST	TERYL RD
31ST AVE SW	BAYSHORE DR	MINDI AVE	TRAMMELL ST
			TREETOPS DR
** There are more than 1,200 segments of roads that meet these criteria. Only road name is listed. Please call MPO office 239-252-5814 for segment information.			
EJ Criteria	Miles		
Medium	61.4		
High	45.9		
Very High	38.7		
Total Miles	146.0		

**RESOLUTION 2010 - 05**

**RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE UNITED STATES DEPARTMENT OF TRANSPORTATION POLICY STATEMENT ON BICYCLE AND PEDESTRIAN ACCOMMODATION REGULATIONS AND RECOMMENDATIONS AND ENCOURAGING THE COLLIER METROPOLITAN PLANNING ORGANIZATION'S MEMBER JURISDICTIONS TO ADOPT SIMILAR POLICY STATEMENTS AS AN INDICATION OF THEIR COMMITMENT TO ACCOMMODATING PEDESTRIANS AND BICYCLISTS AS AN INTEGRAL ELEMENT OF THE TRANSPORTATION SYSTEM.**

**WHEREAS**, the United States Secretary of Transportation signed on March 11, 2010 and announced on March 15, 2010 a Policy Statement (hereinafter referred to as "the Policy Statement") to reflect the United States Department of Transportation's support for the development of fully integrated transportation networks that include well-connected walking and bicycling facilities with linkages to public transit as important components thereof with equal priority to other transportation modes; and

**WHEREAS**, the Policy Statement encourages States, local governments, professional associations, community organizations, public transportation agencies and other government agencies to adopt similar policy statements on pedestrian and bicycle accommodation as an indication of their commitment to accommodating pedestrians and bicyclists as an integral element of the transportation system; and

**WHEREAS**, the Policy Statement further elaborates that every transportation agency has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems, and are encouraged to go beyond minimum standards to provide safe and convenient facilities for non-motorized transportation; and

**WHEREAS**, incorporating pedestrian and bicycle accommodations as a routine part of the Collier Metropolitan Planning Area's road and street network is a cost-effective way to create opportunities for safe walking and bicycling available to all residents and visitors and to enable those who walk and bicycle to safely reach all needed destinations; and

**WHEREAS**, walking and bicycling improve public health and reduce treatment costs for conditions associated with reduced physical activity, including obesity, heart disease, lung disease and diabetes; and

**WHEREAS**, promoting walking and bicycling for transportation improves the natural environment, reduces congestion, reduces the need for costly expansion of the road and highway systems and reduces our nation's dependence on foreign energy sources; and

**WHEREAS**, public transit users depend on walking or bicycling to safely reach their bus stops; and

**WHEREAS**, an integrated, well-connected network of pedestrian and bicycle facilities encourages more children to safely walk and bike to school, and will make streets, sidewalks and communities safer and more inviting to children and families to walk and bicycle to their desired destinations; and

**WHEREAS**, the aforementioned Policy Statement encourages transportation agencies and local communities to go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible and convenient walking and bicycling networks, and recommends that such actions should include:

- (1) Giving walking and bicycling the same priority as is given to other modes of transportation;
- (2) Ensuring that there are transportation choices for people of all ages and abilities;
- (3) Avoiding the design of pedestrian and bicycle facilities to the minimum standards; achieving this end by planning projects with consideration of likely future demand for walking and bicycling and by incorporating design features, where practical, that accommodate future pedestrian and bicycle-related improvements;
- (4) Integrating bicycle and pedestrian accommodation on new, rehabilitated and limited access bridges;
- (5) Collecting data on walking and biking trips in order to track trends and prioritize investments;
- (6) Setting mode share targets for walking and bicycling and tracking them over time with the aim of increasing the percentage of trips made by walking and bicycling;
- (7) Maintaining pedestrian facilities built with Federal funds in the same manner as other roadway assets;
- (8) Improving non-motorized facilities during resurfacing and other maintenance projects; and

**WHEREAS**, the Collier MPO's member jurisdictions could achieve the stated purpose of the Policy Statement by supporting routine and appropriate accommodation for pedestrians, bicyclists, disabled persons and transit users on all transportation projects, as appropriate to the context, community and project use, except:

- a. Where walking and bicycling are not allowed;
- b. Where the scarcity of population or other factors indicate an absence of any need for such accommodations now or in the future;
- c. Where the cost of establishing such accommodations would be excessively disproportionate to the need or probable use; and

**WHEREAS**, the MPO has reviewed the Policy Statement and concurs with the purpose and recommended actions contained therein.

**NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:**

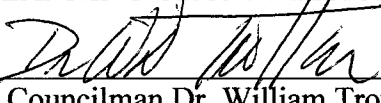
1. The Collier Metropolitan Planning Organization endorses the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, signed by the United States Secretary of Transportation on March 11, 2010.
2. The member jurisdictions of the Collier MPO, i.e., Collier County and the Cities of Naples, Marco Island and Everglades City, are hereby encouraged to adopt similar policy statements on pedestrian and bicycle accommodation as an indication of their commitment to the support of pedestrian and bicycle facilities as integral elements of the Collier Metropolitan Planning Area's transportation system.

**THIS RESOLUTION WAS PASSED AND DULY ADOPTED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION BOARD ON MAY 14, 2010.**


Attest:

By:   
Phillip R. Tindall,  
Collier MPO Director

COLLIER METROPOLITAN  
PLANNING ORGANIZATION

By:   
Councilman Dr. William Trotter  
Collier MPO Chairman

Approved as to form and legal sufficiency:

  
Scott R. Teach,  
Deputy County Attorney