

Figure 2: Environmental Justice (EJ) Communities

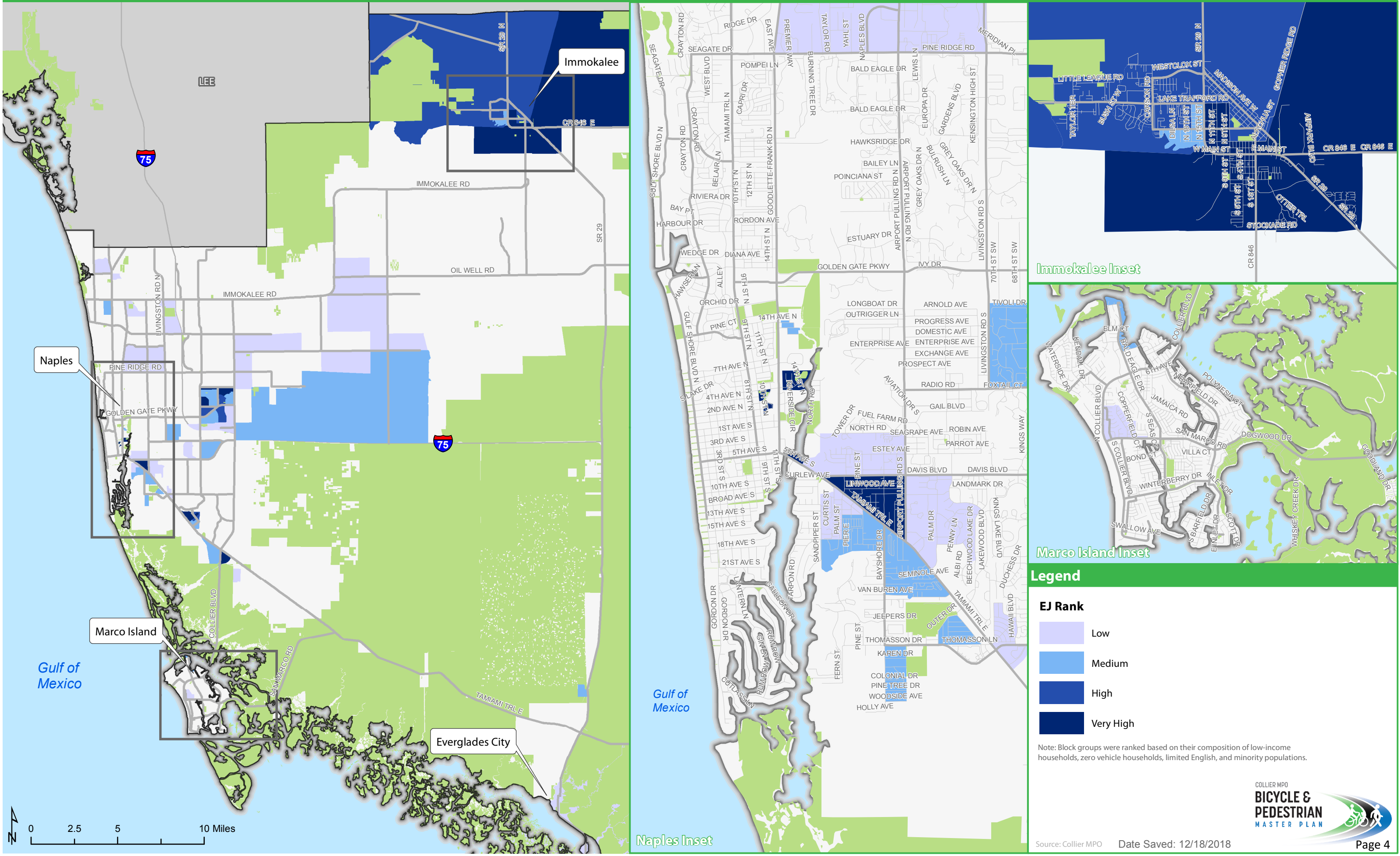


Figure 5: Major Arterials and Collectors in Collier County

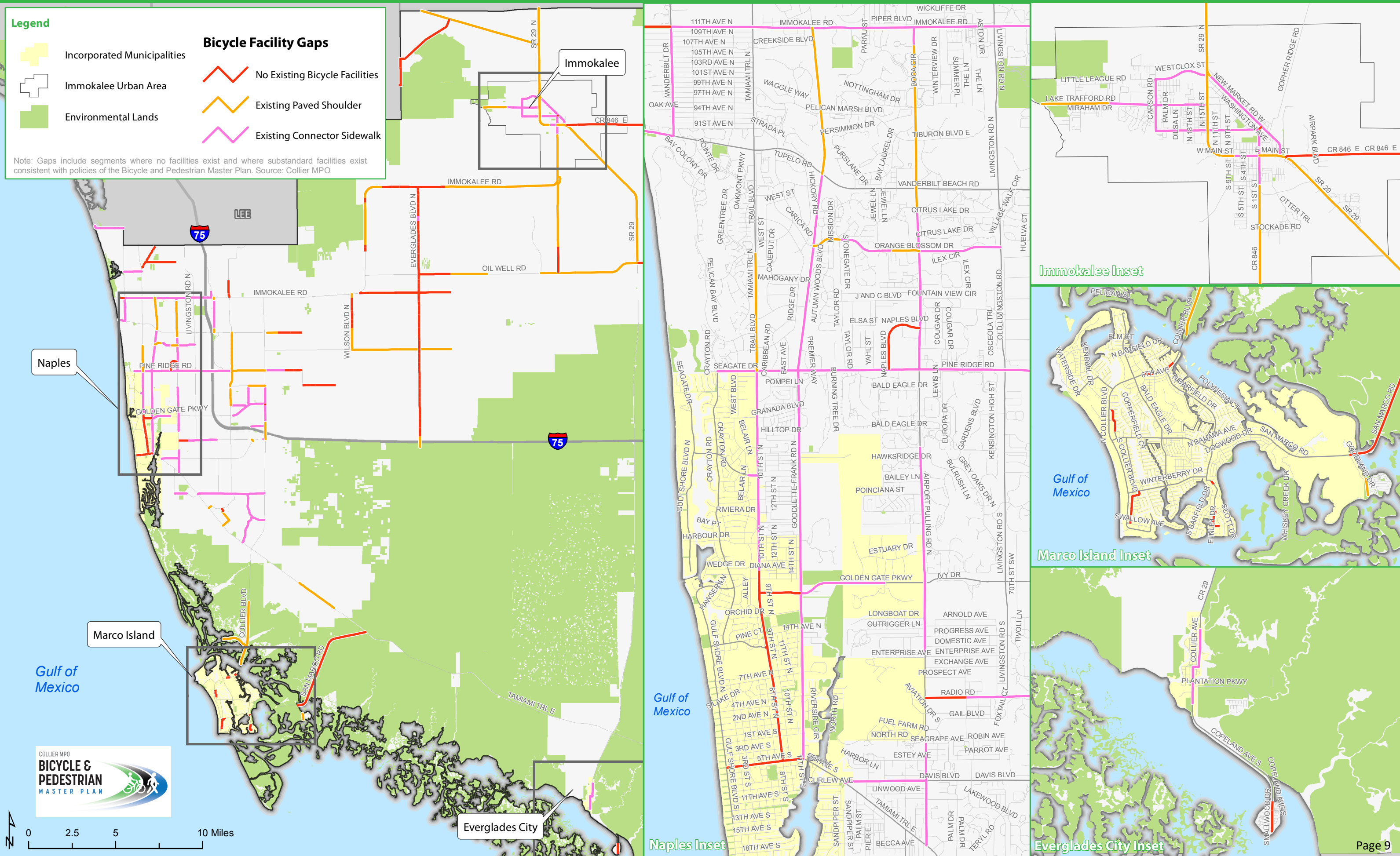


Figure 6: FDOT High Crash Corridors

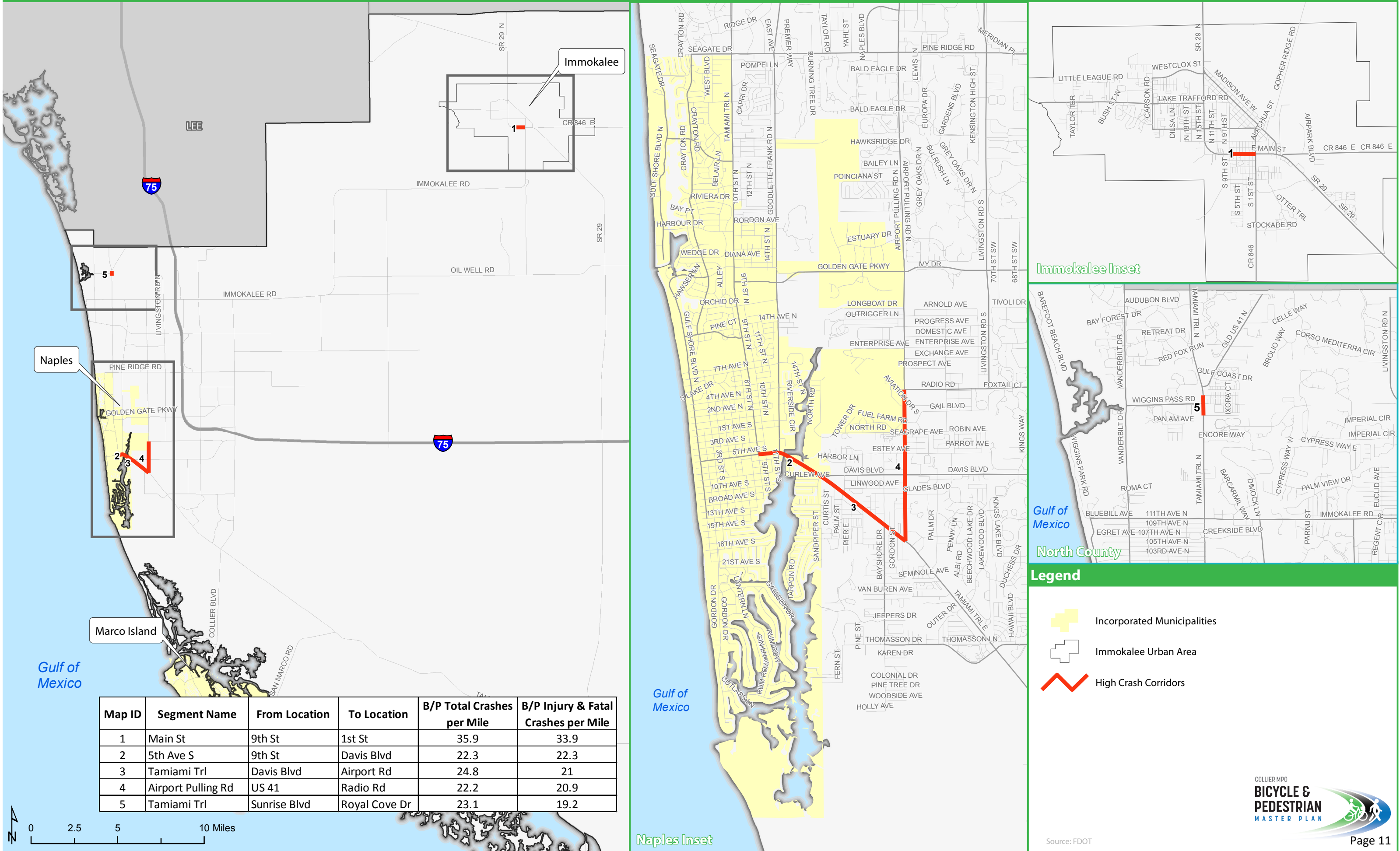


Figure 13: Bicycle and Pedestrian Facility Gaps Overlapped with Public Comment

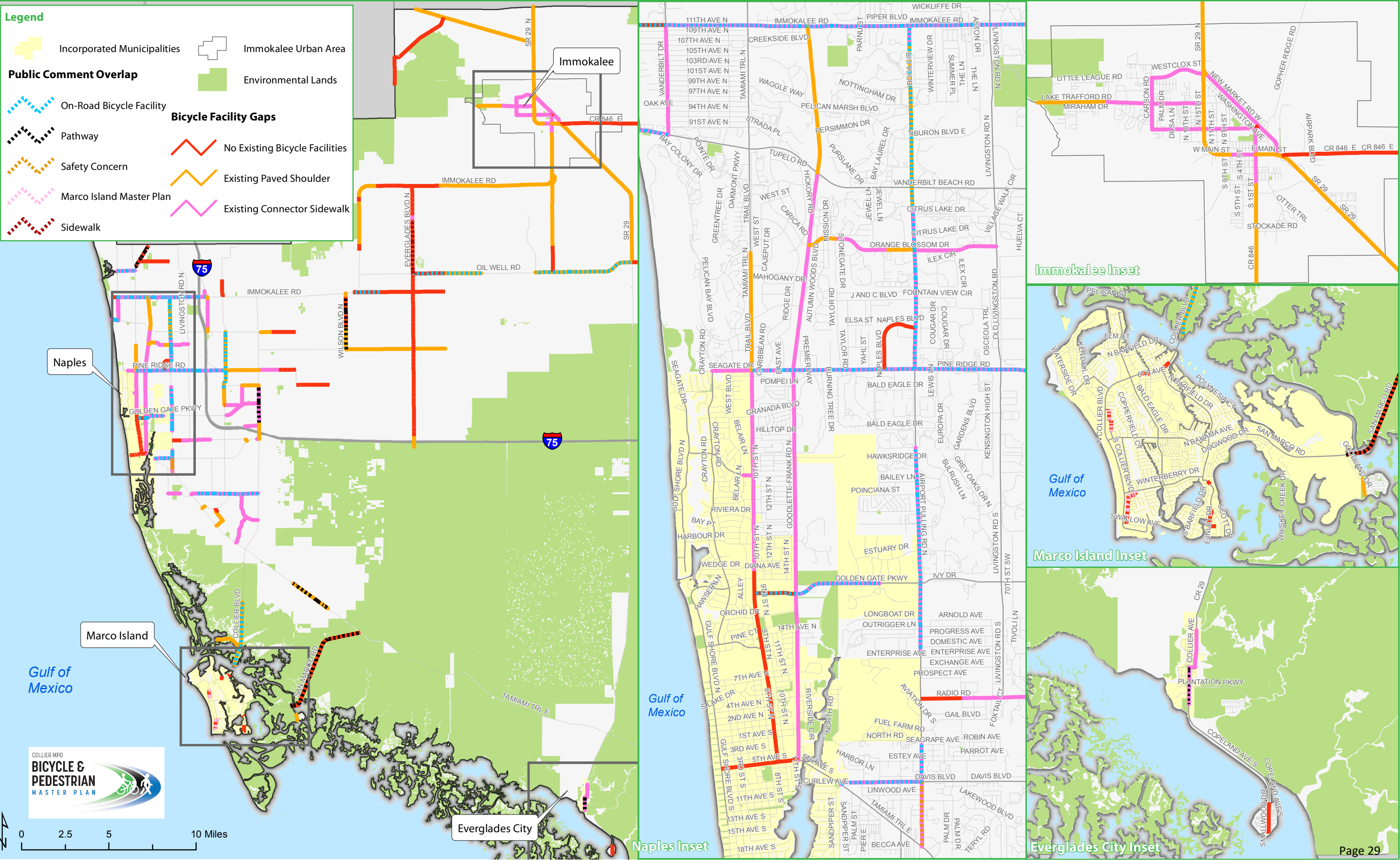


Figure 14: SunTrail Alignments and Spine Pathway Corridors

Legend

Shared Use Path

Bicycle Facility

Connector Sidewalk

Paved Shoulder

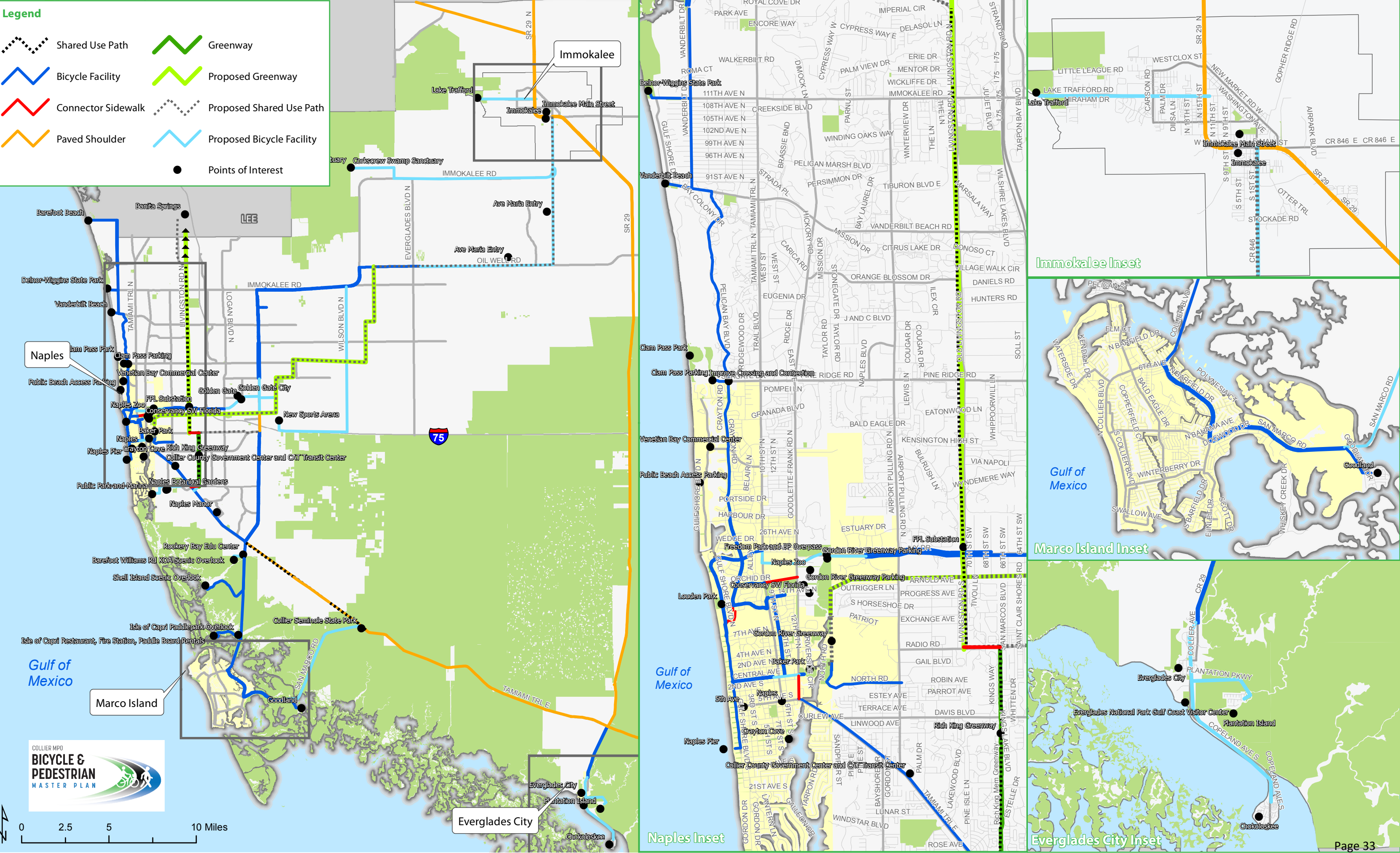
Greenway

Proposed Greenway

Proposed Shared Use Path

Proposed Bicycle Facility

Points of Interest



Immokalee Inset

Marco Island Inset

Everglades City Inset

Naples Inset

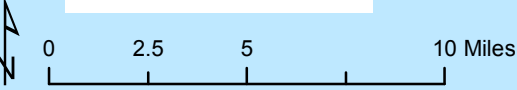


Figure 17: Existing + Proposed Facilities

Legend

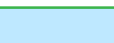
 Designated Bike Lane

 Low Speed/Low Volume Road

 Sharrow

 Shared Use Path

 Greenway

 Paved Shoulder

 Connector Sidewalk

 CS/Safety Study Corridors

 Greenways with SUPs

 Proposed Enhanced Facility

 Proposed Enhanced Crossing

Proposed Facilities

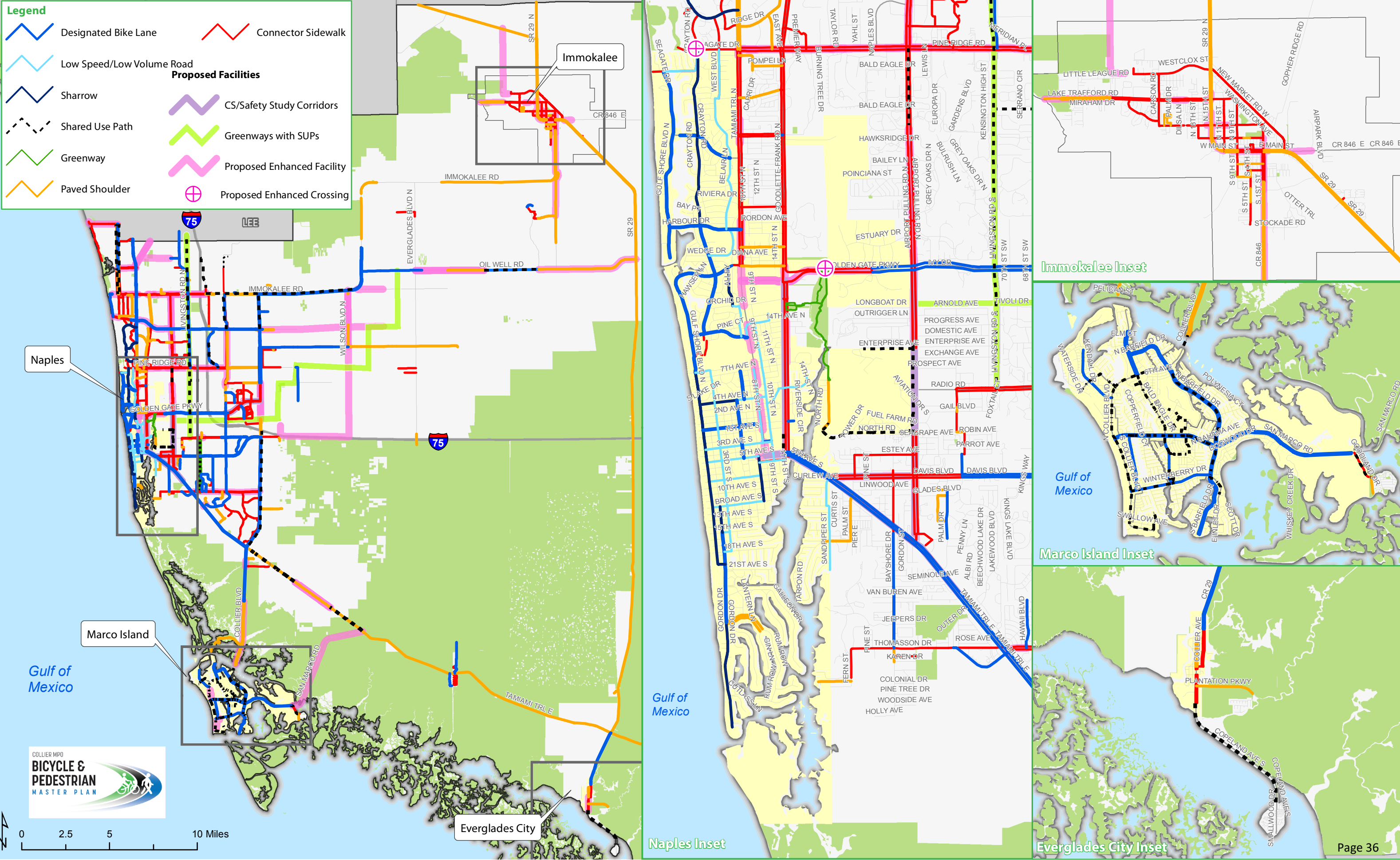


Figure 18: Sidewalk Segments - Transit Proximity and EJ

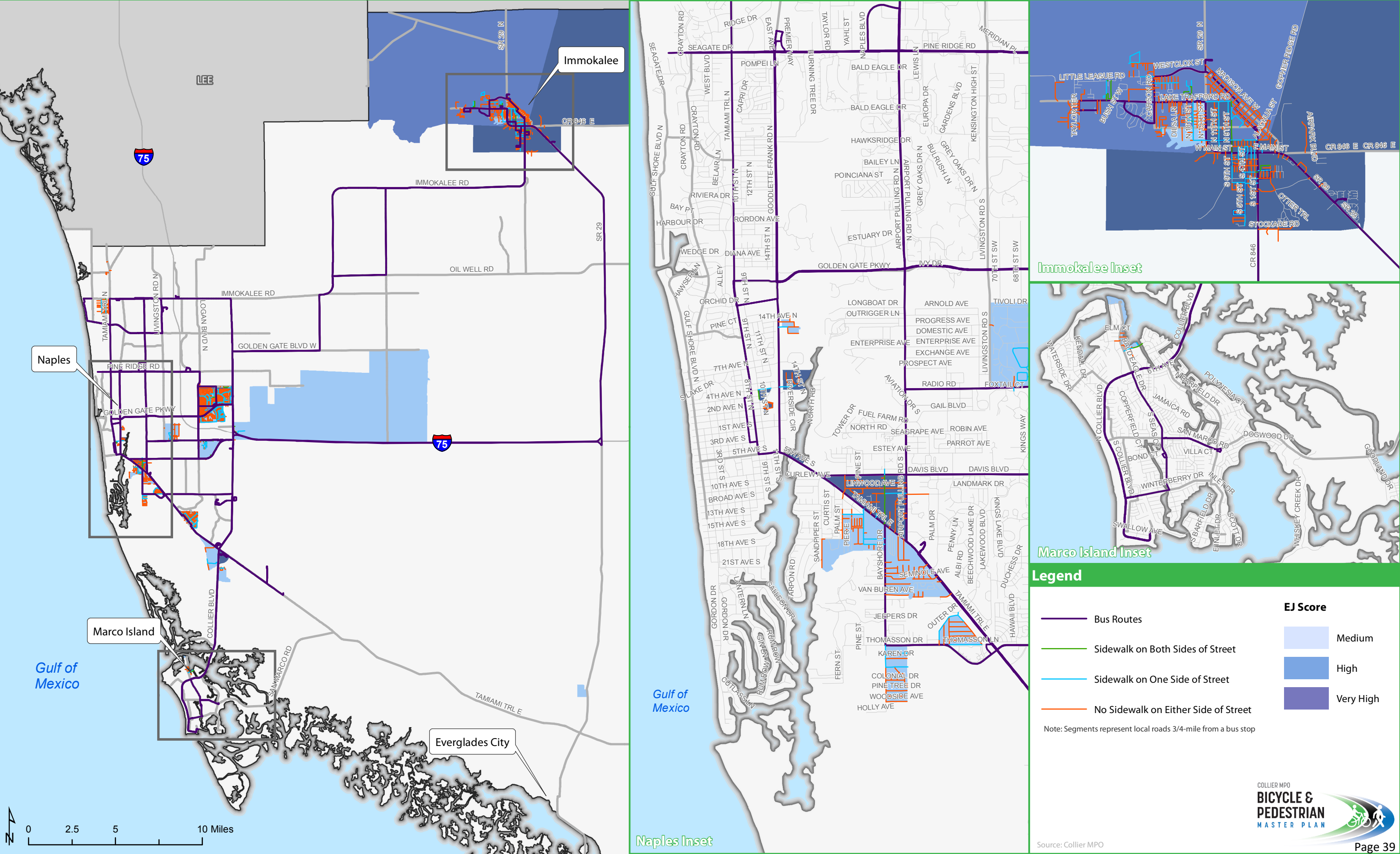


Figure 19: Sidewalk Segments - School Proximity and EJ

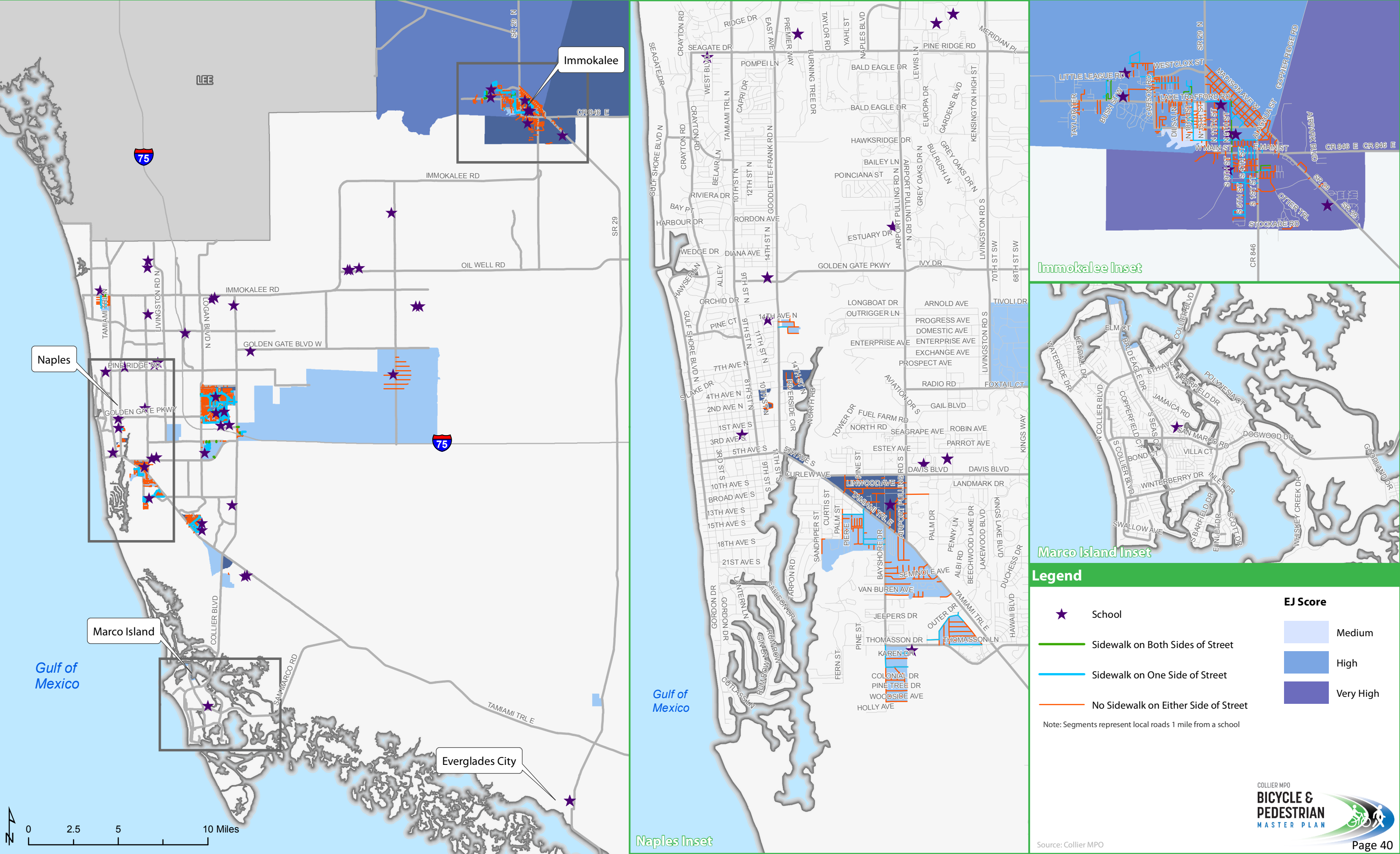
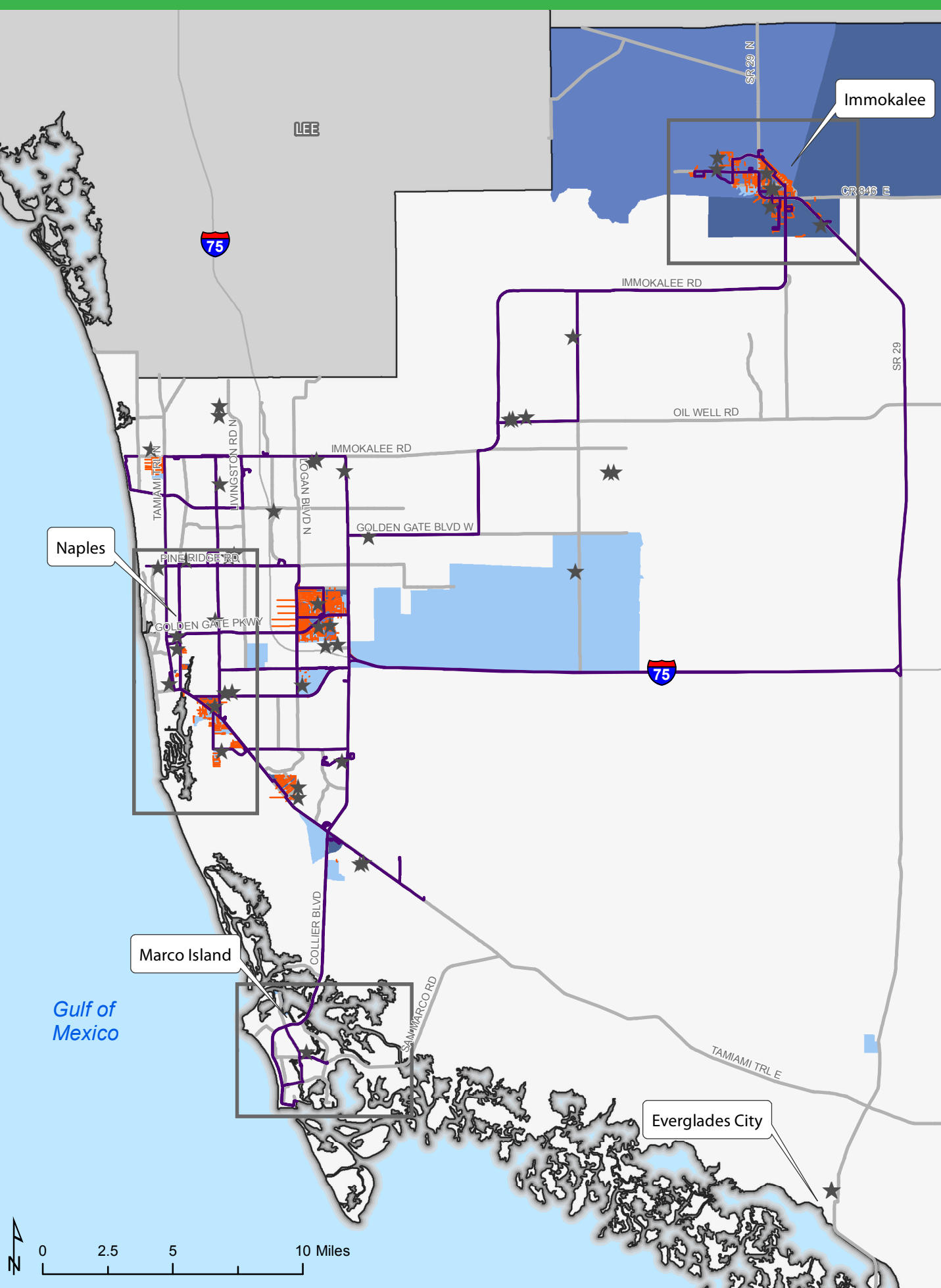
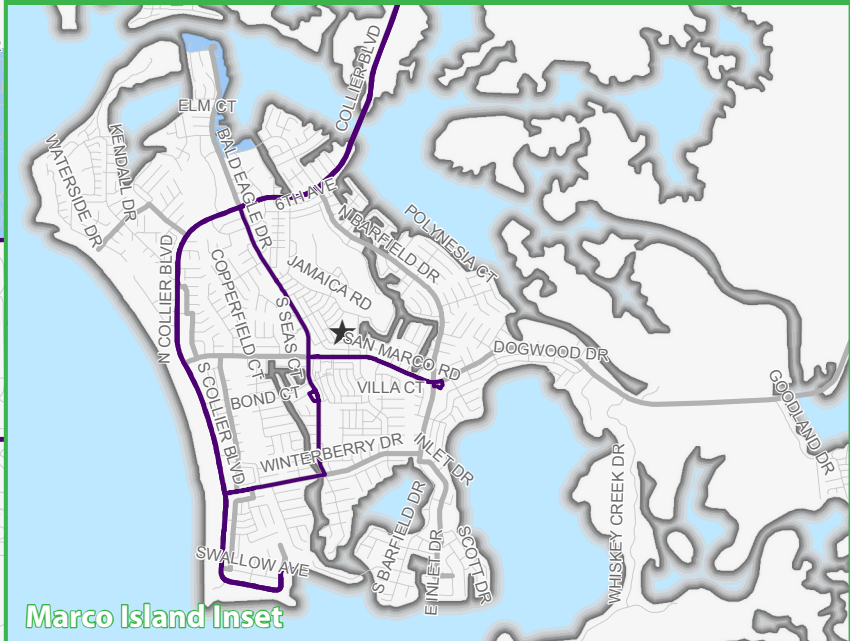
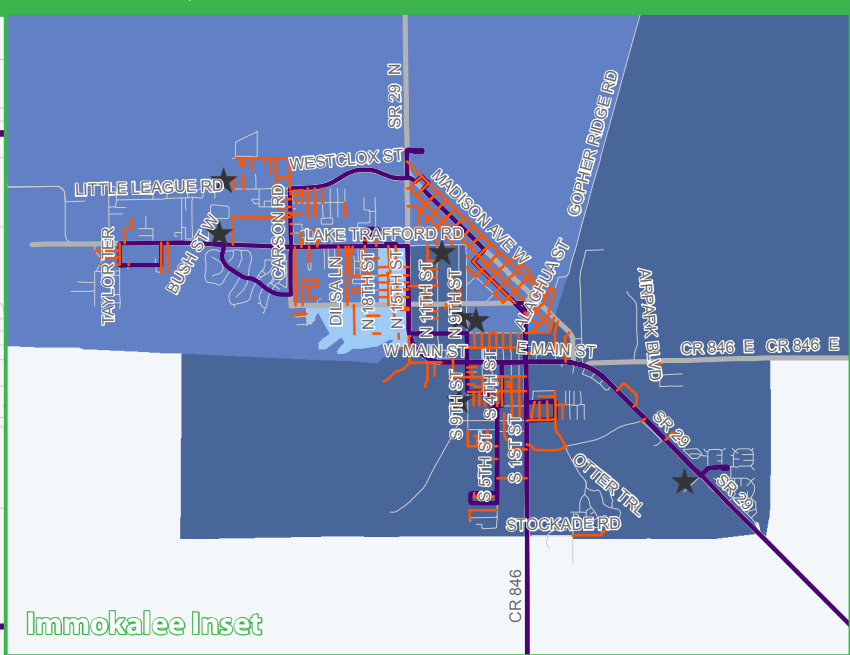
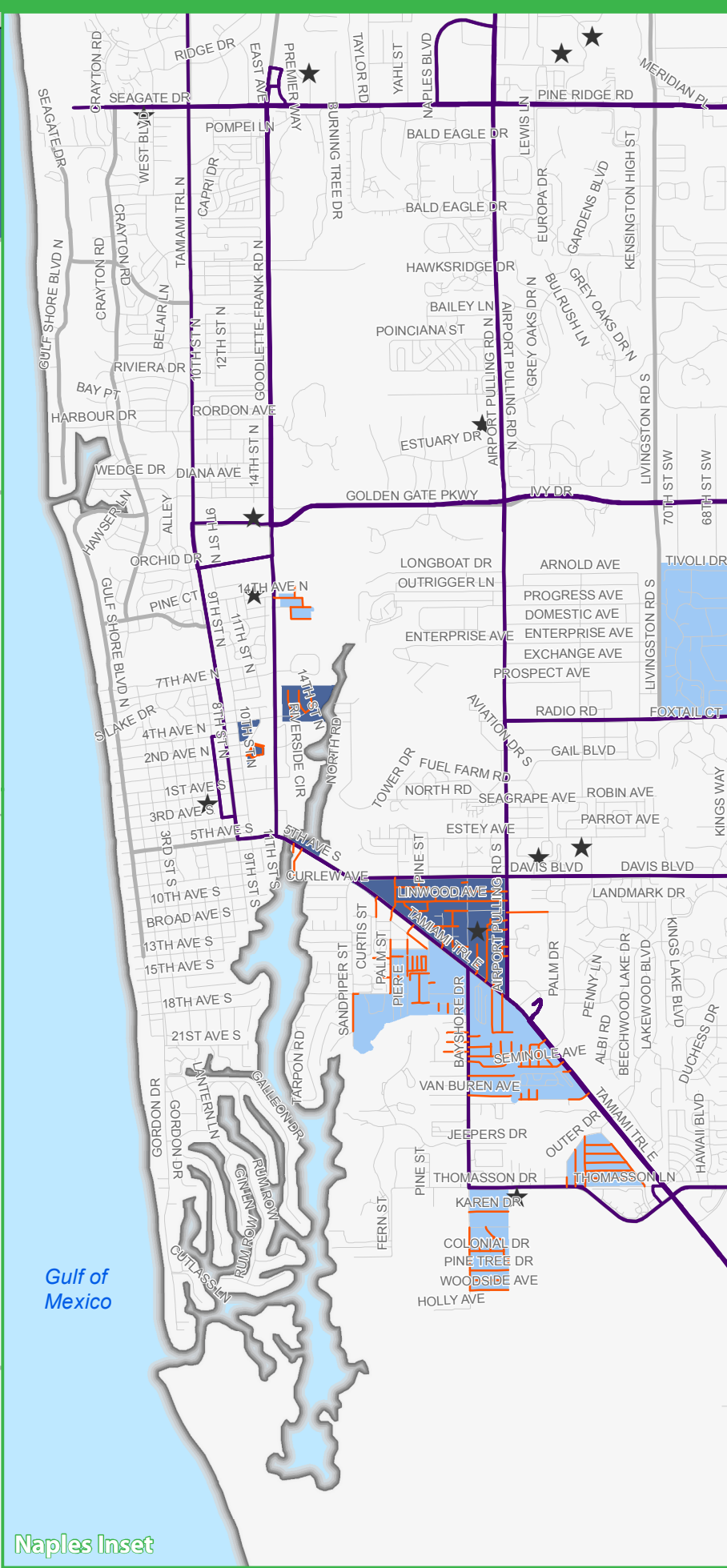


Figure 20: Sidewalk Segments - Transit and School Proximity and EJ



Bicycle & Pedestrian Master Plan



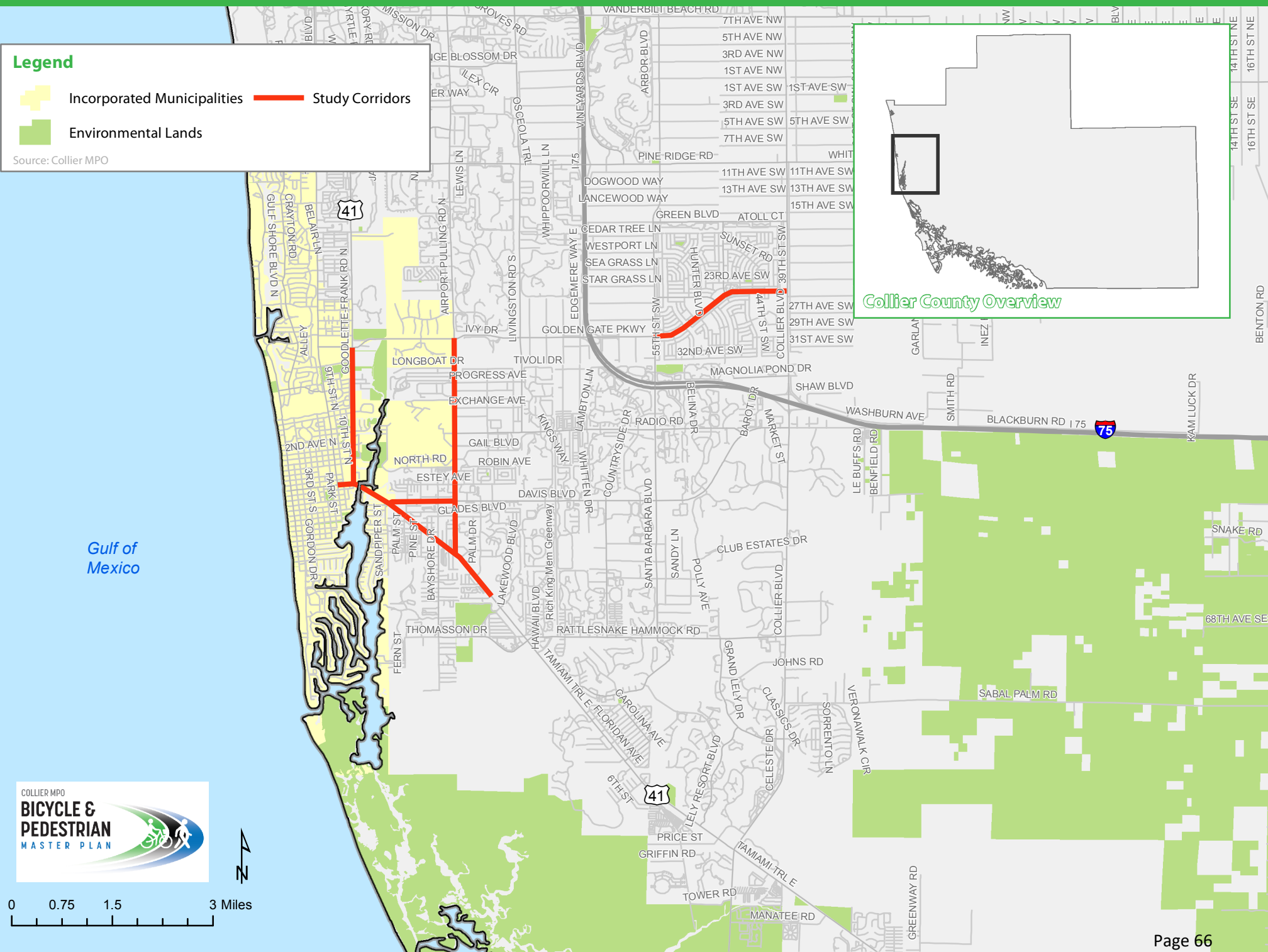
Legend

- | | EJ Score |
|--|-----------|
| ★ School | |
| — Bus Routes | Medium |
| — No Sidewalk on Either Side of Street | High |
| | Very High |
- Note: Segments represent local roads located in a Medium, High, or Very High EJ area, 3/4-mile from a bus stop, and 1 mile from a school

Marco Island Bike Path Master Plan



Figure 47: Complete Streets and Safety Corridors



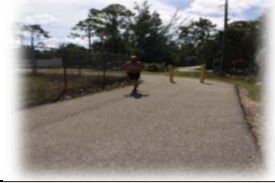
for All Ages & Abilities								
Federal/FDOT Roadway Functional Classification	Roadway Description	Motor Vehicle Posted Speed	Target Maximum Motor Vehicle Volume in (ADT)	Number of Vehicular Lanes	Type of Bikeway	Minimum Bikeway Width	Minimum Sidewalk Width	Photos
unclassified (i.e. residential or "local" roads) - urban and rural settings	Minor, low volume roads	up to 25 mph	up to 1,000	2-lanes (1 in each direction)	Shared lanes, marked (sharrows) or unmarked	N/A	5' in residential areas	
unclassified (i.e. residential or "local" roads) - urban and rural settings	Local, low volume, low speed roads	up to 25 mph	over 1,000 up to 3,000	2-lanes (1 in each direction)	Bicycle Boulevards	N/A	5' in residential areas	
Collectors and Arterials with Severely Constrained ROW	Lower volume, moderate speed, major roads with space constraints	26 to 35 mph	over 3,000 up to 6,000	2-4 lanes (1-2 in each direction)	on roads serving residential land uses, reducing road pavement width may be a traffic calming measure: 10' lanes with 2' shoulder fits context; in mixed-use or commercial areas, a wide, shared-use outside lane marked with "sharrows" fits context	10' lane + 2' shoulder; or 14' outside lane	6'	
Collectors and Arterials with Moderately Constrained ROW	Moderate volume and speed, major roads with space constraints	26 to 35 mph	over 3,000 up to 6,000	2-4 lanes (1-2 in each direction)	Conventional, Marked Bike Lanes in urban setting; Paved Shoulders in rural settings	minimum 4' bike lane width; 5' adjacent to curbs, walls, guardrails, other fixed verticle objects)	6'	
Rural Highways (State Roads - US41 & SR29 are prime examples)	Low to Moderate volume, high speed and high commercial or RV traffic	45 to 60 mph	under 6,000	2-lanes (1 in each direction)	Wide, paved shoulders, Buffered bike lanes or Shared Use Paths; 8'-wide sidewalks may be substituted for Shared Use Paths on State roads; and on locally-owned roads on a case-by-case basis	min. 5'-wide paved shoulders, preferred 7' with 2' buffer or 11' SUP on one side; 7' shoulder width required if marked as a bike lane (FDM)	pedestrians use shoulders or SUP; if marked bike lanes, include signage - cyclists yield to peds	
Collectors and Arterials with higher speeds, higher volumes	Higher volume, higher speed, limited access, urban and rural highways	36 to 45 mph	over 6,000	2-4 lanes (1-2 in each direction)	Buffered Bike Lanes or Shared Use Paths (AASHTO & FDOT Greenbook); 8'-wide sidewalks may be substituted for Shared Use Paths on State roads; and on locally-owned roads on a case-by-case basis.	5' bike lane and 2' painted buffer (may include a rumble strip)	6' with minimum 5' wide planting strip; if adjacent to protected bike lane, can eliminate planting strip	
High volume, High speed Arterials with greater than 20% Commercial or Recreational Vehicular Traffic (only truck count data (not RV) available; RV use based on observation, not %)	High volume, high speed urban and rural highways	45 mph and greater	over 6,000	4-6 lanes (2-3 in each direction)	Protected Bike Lanes or Shared Use Paths (NACTO- All Ages & Abilities 26 mph and greater) - <i>in places with low curbside activity</i> ; 8'-wide sidewalks may be substituted for Shared Use Paths on State roads; and on locally-owned roads on a case-by-case basis.	5' bike lane and sufficient width to provide curbed or other verticle separation	6' with minimum 5' wide planting strip; if adjacent to protected bike sidewalks on flush shoulder roadways should not be constructed directly adjacent to the roadway or shoulder pavement.	
Collectors and Arterials with limited access and sufficient ROW	Adjacent to roadways with no or very few intersections or driveways	45 mph and greater	over 6,000	4-6 lanes (2-3 in each direction)	Sidepath defined by AASHTO as a two-way Shared Use Path adjacent to roadways - <i>in places with low curbside activity per NACTO</i> ; 8'-wide sidewalks may be substituted for Shared Use Paths on State roads; and on locally-owned roads on a case-by-case basis.	11' -AASHTO 12' - FDOT	N/A	
OFF ROAD FACILITIES								
N/A - Facilities constructed outside of road ROW	Linear greenways typically within or adjacent to drainage and utility ROW	N/A	N/A	N/A	a two-way Shared Use Path in independent ROW	12'	N/A	

Table 17

MPO Design Guidelines Summary

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