

2025



COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN



APPENDIX A:

DOCUMENTED PUBLIC COMMENTS DURING PLAN DEVELOPMENT





Appendix A: Documented Public Comments During Plan Development

BPMP Public Comments

Comment 001

Date of Comment: 03/06/2024

Comment Received: 03/07/2024

Pamela Wilson – Operation Support Specialist Transportation Engineering

Written (Email)

“I Did the survey, but I had issues going forward in on area where the four choices were. I had to pick the 1-4 on 1 choice per question. I got red. Come see me and I will explain.

My biggest concern for peds is drivers not paying attention. Drivers who do not know the driver handbook. I normally walk in the opposite directions, so I can see what is coming at me to get out of the way..

You be surprise how many people drive on the wrong side of the road.

I also find people are awful when we get deliveries. (sad to say it is the people that work here, that are in such a hurry) people are going too fast. This is also a huge problem in parking garage. People drive to fast and backing up with out looking.

East Naples area Airport rd. and US 41 E has many issues. I am not sure there is quite an easy way to teach people from other countries the rules.

It is also sad the phone calls, I get about the ped crossing.. another county employee told me we should take them out. Well, I told her we all need to wait our turn. They have a right to cross the street.”

Comment 002

Date of Comment: 04/02/2024

Comment Received: 04/03/2024

Teresa de Armas – Collier County Resident

Written (Email)

“I am not sure you are the person who can help this happen, but I hope you know the right person who can. For years I have watched the children waiting for the bus at the corner of 20th Ave and 42nd Street in Golden Gate City wait for the bus in the pavement of the street because they do not want to get their shoes wet in the grass. I have always wondered why can’t we get a sidewalk for them to stand. It would be nice



to have a sidewalk all the way to Aaron Lutz Park. It will promote exercise and it will prevent people walking on the street. Don't you think?"

Response: 4/3/2024

Provided by Lorraine Lantz – Transportation Planning, Manager

"...We will add your request to our list of projects to be considered should funding become available and forward your comments to the MPO as then update their Master Plan."

Comment 03

Date of Comment: 4/14/2024

Comment Received: 04/15/2024

April Rice – Collier County Resident

Written (Email)

"I live in Collier County and bike. Recently a biker was killed off Immokalee. Can you please keep me informed about meeting regarding biking paths and creating a more harmonious experience for bikers here. I would like to share my support for these changes in Naples and in my neck of the woods the Golden Gate Estates. There is a lot of potential for paths and safer roads. I see a lot of bikers risk their lives on road having no sidewalks or area at all for biking. I would like to voice my concern and hope you will do more to resolve these roads to make it safer.

Please let me know if there will be a biking area for the new road, the Vanderbilt extension and 16th St. I live there and I bike in my area and ask for biking areas for safety.

Thank you!"

Response: 4/15/2024

Provided by Anne McLaughlin – Collier MPO Executive Director

"Regarding Vanderbilt Blvd extension in the vicinity of 16th St - the County plans we reviewed in 2023 showed a 10' shared use path (asphalt) set back 6' from the roadway on one side, 7' bike lanes in new sections and keyhole lanes continuing through intersections."

Comment 004

Date of Comment: 4/14/2024

Comment Received: 4/15/2024

Susan Winsor – Collier County Resident



Written (Email)

“So sad to hear a cyclist was killed on Immokalee. There is a bike path & walkway that runs parallel along Immokalee east of Logan but has not been usable for months due to water over the path. It is time for Collier County to raise the path and/or create drainage beneath so to allow cyclists & pedestrians a safe alternative and keep them off the main roads.”

Response: 4/15/24

Provided by Anne McLaughlin – Collier MPO Executive Director

“We are in the process of updating the Bicycle and Pedestrian Master Plan this year and will include your suggestion about addressing the drainage problem.”

Comment 005

Date of Comment: 04/15/2024

Comment Received: 4/15/2024

Jim Richter – Collier County Resident

Phone Call by Jim Richter and Written (Email) from Lorraine Lantz – Manager, Transportation Planning

“I just spoke to Mr. Jim Richter (518-269-1067). He lives in Avion Woods and walks frequently. He would like to request a sidewalk on North Rd. and Hazel Rd. There are currently speed humps in that area to lower speeds. Based on the canals and the widths of the road, sidewalks may not be feasible in that area. He was hopeful that the DVM property and the HOA property could connect and mentioned the ultimate requested connection to the Gordon River Greenway. We discussed the Paradise Coast Trail and that it was mostly along major roads. I stated that the MPO was working on their Bike Ped Master Plan which included both sidewalks and trails and created priorities for the area. I stated that I would forward his comment on to the MPO. He appreciated that I called him back. He did not request any additional information or follow-up. I am forwarding this email to document the call and the request.”

Comment 006

Date of Comment: 5/6/2024

Comment Received: 5/7/2024

John Sweeney – Collier County Resident



Written (Email)

“Any plans to extend the path South on Collier to Marco Island? Most of us are scared to death to cycle on the small, marked bicycle lane on Collier south of TT with trucks going by at 65mph. Thanks also for the very, very nice path along the south side of Tamiami Trail from Collier to Bella Tesoro St.”

Response: 05/06/2024

Provided by Anne McLaughlin – Collier MPO Executive Director

“Yes, Collier to Polk Trail PD&E”

Comment 007

Date of Comment: 5/21/2024

Comment Received: 5/21/2024

Lorriane Lantz – Manager, Transportation Planning

Written (Email)

“We have been keeping a log of the inquiries we receive. I am attaching the log for Sidewalks, Bike Lanes and Pathways for your awareness. The requests are generally for projects associated with major road widening projects.”

Location	Classification	Comment	Response
Ave Maria	Bike lanes and pathways	Bike Lanes on Camp Keais. Widen Oil Well and add shoulder	• Widening Oil Well Road from 2 to 4 lanes from Everglades Blvd to Oil Well Grade Rd. The project is anticipated to be designed in fiscal years 2025 and 2026 with bike lanes, and a multi-use path. Construction is anticipated to follow starting in fiscal year 2027. • Shoulder improvements to Oil Well Road from Camp Keais Road to SR 29. This project includes adding pavement to widen the exiting 10-foot lanes to 12-foot lanes and adding 5-foot paved shoulders on both sides of the road. The construction of this project is funded in segments in Fiscal Years 2024, 2025, and 2026.
North Rd.	Sidewalk	request a sidewalk on North Rd. and Hazel Rd.	Resident mentioned the ultimate connection to the Gordon River Greenway and Paradise Coast Trail.



Golden Gate Estates	Sidewalk and pathways	39th Street SW. between White Blvd. and Green Blvd.	39th St. relates to the status of the Collier Blvd. widening project.
Randall Blvd	Sidewalk, or bike lanes	Sidewalk and Bike Lane improvements on Randall Blvd in Golden Gate Estates	Transportation Planning completed a study on the Randall Blvd. and Oil Well Rd. corridor several years ago. The Randall Blvd. design has not been funded yet, but the concept is to widen the road and include sidewalks and bike lanes at that time.
Golden Gate City	Sidewalks	Sidewalks at 16th Place SW	

Comment 008

Date of Comment: 10/27/24

Comment Received: 10/28/24

Marsha Oenick – Collier County Resident

Written (Email)

I have tried to put things into the interactive map but have been unsuccessful.

Specific needs I want to add:

- sidewalks on avenues within Naples Park---3 had been in the 2028 plan that I hope will stay in the plan.
- bike lane connection through the right-of-way area at the current "end" of Crayton Ave in Pelican Bay to Seagate/Crayton Ave

Comment 009

Date of Comment: 10/28/24

Comment Received: 10/28/2024

Susan Sonnenschein – Board Member, Naples Pathways Coalition

Written (Email)

“Does the County have any plans to reduce, remove or add pedestrian crossing lights at the many Right-Turn on Red intersections that endanger both pedestrians and cyclists?”



It seems that a major effort needs to be made in these areas, even going back to cameras for ticketing offenders.

I did comment on a few specific areas, but it's a problem at every single intersection that allows right turn on red. It's even worse at the curved right turn lanes, such as those found at Goodlette and Pine Ridge Roads.

This must be addressed. Thank you.”

Follow up reply:

Date of Comment: 10/28/2024

Comment Received: 10/28/2024

Michelle Avola-Brown – Executive Director, Naples Pathways Coalition

Written (Email)

“Very good point! Red light running and people not even stopping before turning on red has become such a problem. I’ve nearly been rear ended numerous when I stopped, horns blaring as the driver behind me couldn’t see the pedestrian - and the fact that there might be someone trying to walk across the street was probably a foreign concept!”

Comment 010

Date of Comment: 10/29/2024

Comment Received: 10/29/2024

Mary Strackbein – Collier County Resident

Written (Email)

“I may be reading the map wrong but I believe the map shows sidewalks in the following locations, but there aren't any on that section of road.

Eastbound Pine Ridge Rd, from Forest Lake Blvd to Woodshire Ln:



John Thoms – Collier County Resident



Phone Call by John Toms and Written (Email) from Anne McLaughlin – Executive Director, Collier MPO

“For the record, I’m passing along a comment I received by phone today from John Thoms (copied on this email.)

He is concerned about safety and specifically mentioned distracted drivers. He acknowledged the difficulty of balancing the wishes of “ardent” property owners with the need to provide more and better cycling and pedestrian facilities, and the slow progress towards achieving results. He emphasized the importance of figuring out how to make human powered transportation safe in Collier County because it’s a healthy form of exercise and good for the environment. He ended by saying, “Keep up the good work.” I copied Mr. Thoms on this email in case he wishes to add to, or modify, my summary.”

Comment 012

Date of Comment: 11/12/2024

Comment Received: 11/12/2024

Susan Sonnenschein – Board Member, Naples Pathways Coalition

“I previously completed this. Now I’m having troubles with the survey. Again! Michelle Avola suggested I just email my comments directly to you. Please add these comments:

From Naples Airport to Rich King Greenway. OK going through the quiet neighborhood with peacocks, but the sidewalk on Radio Road is very narrow and difficult when there are pedestrians. There is not one stitch of shade on Rich King Greenway!! After how many years? This is sad. It does get used in summer, but needs a lot of trees.

The intersection of Goodlette and Orange Blossom Roads. Right turners on BOTH roads zip through without slowing down, even when there is a red light. Visibility is limited at the NE corner. Additionally, this is a mostly local roadway. The traffic light is designed for pedestrians. When a cyclist crosses, the traffic stops for a much longer time than necessary. I’ve had drivers yell, swear, honk as if I’m to blame for the long delay. This is wide open, yet it still can be a very dangerous crossing. I fear the right-turn cars - have had too many close calls there, even walking my bike. Perhaps a bike-only Xing light would help. Also, flashers?

The sidewalks on Orange Blossom to Airport are narrow, on both sides. No real bike lanes on this street. There appears to be room for a wider sidewalk, at least on one side. There is a fair amount of ped/bike traffic on this sidewalk, going to library and County center.

91st Ave North. I thought there were plans for a sideway/bike lane. There is a need for a path to get to 41 from Vanderbilt Rd.



99th Ave North. No sidewalks or bike lane heading east, to cross 41 to Pelican Marsh. 99th St No is tricky, especially if you bike on the street. Tight squeeze and impatient right turners.

Thanks. These cover what I missed.”

Comment 013

Date of Comment: Various Dates

Comment Received: 11/27/2024

Douglas Fee – Collier County Resident

Phone Calls by Douglas Fee and Written (Email) from Sean Kingston – Principal Planner, Collier MPO

5/20/2024	Douglas Fee	Phone Call	Mr. Fee expressed an interest in expanding the Veterans Boulevard extension's bicycle and pedestrian facilities from 41 to Vanderbilt Drive.	Sean answered and had a long discussion with Mr. Fee about how the BPMP is being developed, how it relates to the LRTP which is also in development for update, the topics of discussion at BPAC the next day, May 21, and how he can effectively communicate his interest in facilities, whether they be a new roadway or only a greenway from Cocohatchee Road (Parcel No 00155884207) to Vanderbilt Drive. He suggested leaving an email for public comment, leaving a comment on the interactive map for the BPMP once ready after identifying these features and their timeframes on the project schedule, keeping an eye on upcoming BPAC agendas for the opportunity to leave comment, and to voice his interest to the County.
7/18/2024	Douglas Fee	Phone Call	Mr. Fee called asking about two context classification maps prepared by TBE Group.	He emailed them to Sean, Sean looked them over and described FDOT's context classification system for street hierarchy and mentioned that the map and County logo on it was unfamiliar to him and that the maps were likely prepared by TBE Group, another logo on the map. Mr. Fee sent another map later after the call, a map in the shared Drive folder, Functional Classification. Sean replied that he will call back when able, likely the next day. Sean returned the call and left a voicemail the next day. Doug returned the call and left Sean a message, saying he'd call back and not return the call. Doug left another message 7/25/24.
7/25/2024	Douglas Fee	Phone Call	Mr. Fee called back about functional context classification	Sean directed Doug to, first, the February Board item on FDOT's presentation and correspondence with MPO and County staff on the process of updating the 2013 FHWA Functional Classification map, which is a map Doug emailed earlier. The December 2023 Board showed FDOT's proposed changes to the map. Sean continued



				with the February Board, showing incorporated additions and revisions to the proposed changes. These included part of what Mr. Fee was interested in adding, Veterans Memorial from Livingston to 41. He was particularly interested in extending this from 41 to Vanderbilt, where he sees an opportunity to make an additional connection. Sean finished by showing this same roadway, not including Mr. Fee's particular interest, on the LOPP TRIP priorities approved at the June 2024 Board. Mr. Fee questioned why the other 2 of the 3 maps he sent earlier, 1 of which included the Vanderbilt extension from Livingston to Vanderbilt as a Minor Arterial wasn't being considered. Sean explained that though the map exists, it isn't clearly identified. During the conversation, Sean gave a basic explanation of the MPO, FDOT, County, and FHWA roles and how the MPO prioritizes and programs projects with its LOPP, LRTP, and TIP.
8/19/2024	Douglas Fee	Phone Call	Mr. Fee asked about the sidewalk project on Wiggins Pass and how to find out about its design and construction	Sean answered the call and directed Mr. Fee to the current TIP, where the Wiggins Pass bike ped project is listed as 448069-1 for a sidewalk from Vanderbilt Dr to US 41. He explained how the project sheet worked, how the County was the responsible agency and how funding is to be assigned in 2025 for PE and 2027 for CST, how the County has a project manager for this and that the best person to reach to answer his questions is this and to contact the County to find this person with the main TMSD number to start.

Comment 014

Date of Comment: 12/11/2024

Comment Received: 12/19/2024

John Dunnuck – Immokalee CRA Executive Director

Conversation with John Dunnuck and Written (Email) from Dusty Hansen – Senior Planner, Collier MPO

“During the Immokalee CRA meeting today, John Dunnuck, CRA Executive Director, had the following question and comment related to the BPMP:

Will the BPMP or LRTP address existing facilities in terms of bringing them to current standards? Specifically, cross sections/sidewalks of Immokalee Road and First Street, in terms of acquiring the necessary ROW to bring them up to current standards. John contends that when the road was widened



from 2 to 4 lanes, the needed ROW was also not purchased for pedestrian/cyclists facilities. He said there are currently light poles in the middle of the sidewalk and no bike lanes. He feels this should be addressed. I told him that I would pass his inquiry/comment on to you and Sean for follow up. Thank you.”

Response: 12/19/2024

Provided by Anne McLaughlin – Collier MPO Executive Director

“Good morning, John,

I’m following up on a question you raised during the Immokalee CRA meeting on 12/11/24. (see Dusty’s email below). There are several approaches available to the CRA to include a project to bring existing bike/ped facilities on Main Street up to current standards in the Bike/Ped Master Plan (BPMP). Since the BPMP is incorporated by reference in the LRTP, there isn’t a need to specifically reference it in both plans.

- Include the project in a plan adopted by the CRA. The current Bike Ped Master Plan (BPMP) incorporates adopted CRA plans by reference, and we intend to include that policy in the updated BPMP.
- Include the project in formal comments the CRA submits to the MPO on the draft BPMP.
- Include a project to conduct a Multimodal Corridor Study for Main Street after the completion of the SR 29 Loop Road, which is programmed for construction to begin in FY 2027 (FPN# 417540-5, FY26-30 Draft Tentative Work Program). This would be my recommendation. ROW is very expensive to acquire and would likely negatively impact existing businesses. The completion of the Loop Road opens up the possibility that truck traffic on Main Street will decrease significantly and that may allow FDOT to consider repurposing vehicular lanes to better accommodate bicycle, pedestrian and transit facilities.

Let me know if you’d like to schedule a phone call or Teams meeting to discuss this in more detail.”

Comment 015

Date of Comment: 12/30/2024

Comment Received: 12/30/2024

Michelle Avola-Brown – Executive Director, Naples Pathways Coalition

Conversation with NPC Member and Written (Email) from Michelle Avola-Brown –Executive Director, Naples Pathway Coalition

“NPC received a donation from a member, and she included this note in the comments. Not sure if feedback is still being taken for the BPMP update, but here it is:

But existing roads are so dangerous and will be a big effort to make improvements. For example, Pine Ridge Rd west of Airport Rd is a nightmare for pedestrians and cyclists. And Randal Blvd in the eastern



part of the county (very high traffic 2-lanes and important connector route) that was resurfaced a few years ago WITHOUT a shoulder.”

Comment 016

Date of Comment: 1/21/2025

Comment Received: 1/27/2025

Susan Winsor – Collier County Resident

Witten (Email)

“Thank you for the opportunity to weigh in on future Collier County transportation needs.

I would like to use my bike as my primary form of transportation but do not feel safe at all riding in the roadways, bike lane or not. I have been hit several times by inattentive or rushed drivers and cars always win. What are you doing to build bikeways/pedestrian walkways separated from roads?

Similarly, crossing major intersections such as Immokalee and 41 are also unsafe because there are too many cars coming from too many directions and running lights. I feel that existing traffic laws are not enforced. When I stop at yellow lights, the drivers behind me often display anger, horns, you name it.

The number of building permits issued seems to have no relationship to existing and planned road capacity. I try to never drive north on 41 or go to the airport after 2:30 pm, there is just too much traffic relative to the roads’ capacities.

I’m glad you are working on related issues such as affordable housing, but I don’t see any change for the better on traffic congestion.”

Comment 017

Date of Comment: 1/30/2025

Comment Received: 2/3/2025

Pawel Brzeski – County Project Manager, Transportation Engineering

Witten (Email)

“A synopsis of my communications with various stakeholders following Stormwater Management restoration of the Corporate Flight (Drive) outfall ditch is attached. Many of the people with whom we talked about our project expressed a strong interest in a pedestrian and bike connection to the Gordon River Greenway.

Please let me know if you have any questions after you have read the correspondence.

Best of luck with this long overdue missing link.”



Comment 018

Date of Comment: 2/17/2025

Comment Received: 2/19/2025

Tom Robustelli – Collier County Resident

Witten (Email)

“I understand the first draft of the Bicycle and Pedestrian Master Plan (BPMP) for Collier County will be presented tomorrow to the Bicycle and Pedestrian Advisory Committee for review/comment. I cannot make the meeting but I am hoping that you can incorporate my emailed comments into the public input portion of the plan. I am copying my friend, Gordon Brumwell on this email, and please know I endorse and support the ideas he will be presenting to you.

I have biked in many of the areas discussed in the draft BPMP - Naples proper, unincorporated Collier County, Marco Island and Everglades City. For years I pedaled a traditional multi-gear road bike. About two years ago I transitioned to a commuter-style E-bike. The advent of the E-bike is an important development. More people, including those who cannot or will not pedal a traditional bicycle, will be able to use an E bike. And, E bikes dramatically increase the range someone can travel with relative ease. I see the use of Ebikes dramatically increasing in years to come.

I wish to list here just a few observations:

1. In developing a bike route for an outing my friend and I try to use as many secondary less traveled, and shaded roads as possible. The quieter, shadier and less traveled the road, the better. That said, we often must use much busier roads as connectors. When using those roads we stay on the sidewalks if at all possible. Using the shoulder or a "designated" bike lane on a road such as Collier or Rt. 41 is a death wish. The traffic travels too fast and motorists are interested in one thing - getting from Point A to Point B. They do not wish to share the road with bikes, pedestrians or anything traveling slower than themselves. Even when it can be done safely, traveling on a road such as 41 or Collier, Santa Barbara and the like, is unpleasant for bikers and pedestrians. Vehicle noise and exhaust are oppressive; many areas are unshaded and hot, and every curb cut is an opportunity for an accident.
2. Right-turning traffic presents a special hazard to bikers, particularly at wide intersections. Motorists either cannot see or simply disregard the pedestrian crossing signal situated six lanes away on the opposite side of the intersection. When we cross we often find ourselves confronted with a motorist who wishes to turn into our path.
3. The ideal trail, for bikers and pedestrians alike, would have a vegetation buffer from traffic and would be shaded from the hot sun with wide-spreading shade trees. If you need an example, consider the trail that runs along the East side of Collier Boulevard. The trail is protected from the intensive traffic on Collier and yet convenient to the many businesses along that busy road. My friend and I often travel that trail to reach either Skilletts or the now the new First Watch.



4. It should be a priority to connect the many parks and natural areas to whatever bike/pedestrian network is developed. Collier has many nice parks. We also have Picayune Strand, a wild natural area that is great for E biking and hiking. It would be great to have some sort of protected trail system connecting these areas.

5. Biker/Pedestrian education should be incorporated into the plan. If this issue is already addressed, my apologies. The use of earbuds should be discouraged when walking or biking even along quiet trails and should be outright banned if walking or biking in motorized traffic. Often when we are biking, we come upon walkers who cannot hear our bike bells or verbal warnings. Likewise, bikers sometimes ride along listening to tunes, oblivious to the dangers around them. The use of bike helmets should be legally required. The use of rear-view mirrors for cyclists should be encouraged. There should be a legal requirement for proper lighting on all bicycles. I walk after dark many nights and I've witnessed E bikers swishing along at 20 miles an hour or so in total darkness, no lights, no helmets.

6. Developers of gated communities should be required to incorporate public use trails either within or around their communities. In my opinion Collier's public officials have failed their citizens by permitting a proliferation of gated fortresses while excluding any requirement for public use facilities. Sorry, this last comment is probably outside the scope of the BPMP, but it's a sore spot with me!"

Thank you for your diligent work for the County and your assistance with the BPMP. I am grateful for the many people who have given their time and lent their expertise to make our communities better places for bikes and pedestrians.

Comment 019

Date of Comment: 2/17/2025

Comment Received: 2/19/2025

Gordan Brumwell – Collier County Resident

Written (Email)

"Thanks for the info and for trying to check if I've filled out the second survey. Re the meeting tomorrow, given I'm currently not in FL and the agenda says " NOTE: THIS IS AN IN-PERSON MEETING" (and I see no remote options) I won't be able to attend. I wasn't able to read the draft today but did digitally search it for key words, looked a bit at the literature on utilization of public spaces re the temperature, and am wondering if it's permissible for you to bring up one, maybe two suggestions on behalf of a random member of the public (me) tomorrow...

The biggest change we can make to encourage more people to use paths is to shade them with native shade trees. We don't need a study to know people spend less time outdoors (and thus less time commuting or exercising on paths) when it is HOT. But, a digital search of the Feb '25 BPMP draft on "hot," "sweat," "thermal," "temperature," "comfort," and "microclimate" showed thermal comfort is not being taken into



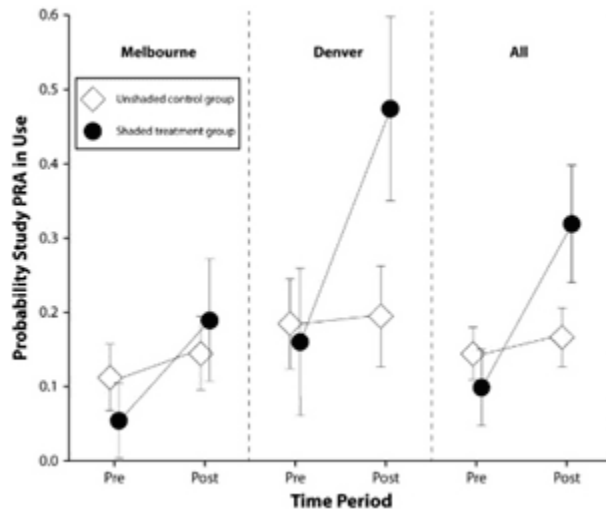
account (“comfort” is in the search results but mostly in the context of safety). Imagine walking or biking the Rich King HOT way in July...



The Rich King "Dying-grassway" runs north and south of Davis. It gets VERY hot.

Many of the sidewalks and paths in the County are similarly sunbaked. A question asked of the public participants in the first public meeting was “What types of projects or improvements... would make the biggest difference in encouraging people to walk or bike regularly” (~51:36 of the video at <https://www.colliermopo.org/bp-master-plan/>) - planting enough trees to successfully shade paths is the answer...

Common sense and a quick sampling of the literature suggest shading paths with native trees will increase paths’ use beyond athletes and those who can’t afford cars when it is HOT. “Common sense” because you know when it’s HOT you wait until evening to go outdoors if possible. Studies... From Canada (of all places) - “We found a significant positive association between shade coverage in the surrounding areas of playgrounds and the number of active people, suggesting shade supports physical activity” (<https://pmc.ncbi.nlm.nih.gov/articles/PMC9306320/>). If this applies in Canada, think of how much more- so it must apply down here. In a different study, the utilization of two sunny areas in each of 144 public parks in Denver and Melbourne (Aus.) was assessed (the “pre” below). Then one area was shaded with artificial shade sails (the treatment group), another wasn’t (the control), and the utilization of each re-assessed (“post” below). The shaded areas were used more...



(<https://pubmed.ncbi.nlm.nih.gov/29048958/>)

Of course, trees, not shade sails, are used to shade larger areas but common sense would suggest tree-shade would induce similar or more pronounced outcomes while also beautifying an area and decreasing urban heat island intensity. The intro of another paper cites a number of studies with similar outcomes... "In the hot season, it was found that attendance in shaded areas is higher than in sunlit areas (Cheung and Jim, 2018; Lin et al., 2012; Yang et al., 2013). Pedestrians prefer to move from sunlit areas to shaded areas to avoid discomfort from direct sunlight (Jamei and Rajagopalan, 2017; Kántor and Unger, 2010; Melnikov et al., 2022; Watanabe and Ishii, 2016)" (<https://www.sciencedirect.com/science/article/abs/pii/S2212095523002596?via%3Dihub>). While these references do not constitute a full literature search, they plus common sense bolster each other enough that it seems we can bank on paths being used more if treed.

A further argument for trees is they pull double duty... Whether or not a path system would promote economic development, tourism, etc. was mentioned a number of times in the first public meeting – certainly treed streets are more inviting than non-treed streets.

I know the County likes to include ideas that have much public support and disregard the rest. "Treed paths" is not in that category. It's in the category of "oh-we-made-a-street-plan-for-the-new-subdivision-but-forgot-to-include-sidewalks-better-get-that-in-the-plan." So please mention this.

The following suggestion I'm less certain about... I was glad to see micromobility often mentioned. But and remember I only digitally searched, I think there weren't many or any concrete examples of what this new mode of transport would like integrated into a path network. Maybe the plan could benefit from some concrete examples of how micromobility has been integrated successfully in other communities (or even



unsuccessfully so we learn from others' mistakes). Micromobility is new, so concrete examples could help people envision how we might integrate it here.

Sorry for the late input. If it's too late to get it into the conversation tomorrow, maybe it can be entered into the conversation in the near future.”

Comment 019

Date of Comment: 2/18/2025

Comment Received: 2/19/2025

Gordan Brumwell – Collier County Resident

Written (Email)

“I just read Commissioner Hall's concern about e-mobility and am pasting it below (it's a little more than half way through his newsletter at <https://mailchi.mp/colliercountyfl.gov/feb-2025-updates-for-several-projects-community-safety-and-upcoming-events?e=7c68ccd69b>). He's hoping to address e-mobility safety concerns with a *Florida statute*. I don't know exactly what that means but fear it might mean some sort of limitation or regulation on e-mobility. We don't want to limit it, we want to encourage *safe* adoption of e-mobility by implementing good path design and useful path network design. This type of attention that e-mobility is getting *underscores my suggestion that the BPMP draft be updated to include best (design) practices* from other areas of the country *and one or two examples of where in our County* one or two of these best practices could be incorporated into the streetscape or path network. Here's the blurb...

While Electric Bikes (E-bikes) are a great means of travel for getting across town, we are finding that many pedestrians, bicyclists, and drivers are growing concerned with their safety, and thus, expressing their concerns to Collier County Commissioners.

E-bikes are becoming more popular on public sidewalks, traveling at unprecedented speeds, and thus escalating opportunities for crashes and injuries with other pedestrian travelers. It is therefore time to consider that some regulations are needed to ensure the public's safety.

In January, I reached out to our Florida State Representatives to request, and express support for, a Florida Statute regarding Pedestrian Safety/Electric Bikes (E-bikes). I believe that together we can help improve the safety of sidewalks, crosswalks, and intersections with a state-wide Florida Statute.”

Comment 020

Date of Comment: 3/10/2025

Comment Received: 3/17/2025

Fred Neri – Collier County Resident

Written (Email)



“My name is Fred Neri and I am a president of one of the communities in Tarpon Cove on Wiggins Pass. I was given your information from Lorraine Lantz. I was trying to find out if during the construction on Tarpon Cove if they would put in a sidewalk to connect my community to The Gateway Shoppes North Bay.

With Publix going into the mall there is an expectation that many of the owners/renters in Tarpon Cove will want to walk to the mall. At present we would need to cross Wiggins Pass twice to walk on a sidewalk. With Aqua and Kalea Bay the road has become extremely busy and there have been many accidents and close calls on the road.

I would like the chance to discuss this with your department.”

Response: 3/17/2025

Provided by Anne McLaughlin – Collier MPO Executive Director

“I apologize for taking so long to send a record of our phone conversation regarding your email. I mentioned that we are in the process of developing an update to the MPO’s Bicycle and Pedestrian Master Plan. The plan will identify needs and priorities for future funding through the MPO’s Call for Projects process. We will include Tarpon Cove’s request for a sidewalk connecting Tarpon Cove to the shopping center with the list of Needs identified through public outreach.

I have added you to our email listserv to receive notices of upcoming meetings and opportunities to comment on this and other plans the MPO is working on. One opportunity to comment is coming up quickly. The Bicycle and Advisory Committee is meeting on 3/18/25 and one of the items on their agenda is to review and comment on the draft Plan. The draft Bike Ped Master Plan can be viewed as part of the BPAC agenda on the MPO’s website at: <https://www.colliermopo.org/wp-content/uploads/March-18-2025-BPAC-Agenda.pdf>

See the attached March newsletter. It has a link to a survey and the interactive map that shows existing, programmed and planned bike/ped facilities in Collier County.”

Comment 021

Date of Comment: 4/19/2025

Comment Received: 4/22/2025

Tom Despard– Collier County Resident

Written (Email)

Original Email to Collier County Staff

“Thank you very much for your email (below) of March 5, 2025 - sorry I’m late in replying. I got a notice today that a case I was involved with was closed - though I don’t know if it was referring this one or not.



As far as Danford Street is concerned, I looked at it again and suggest an asphalt repaving perhaps one foot wider on each side with striped lanes on each side (as there is now) which would de facto act as both a place to walk and also to ride bikes - this is due to the tight space and need for people to more safely traverse Danford Street especially to get from the parking areas on Thomasson Drive. This way the elevation would not have to increase (as a sidewalk might) and the new paving could be blended into the reworked end of each home's driveway. The concrete caps at the right going into Bayview Park could then be removed in favor of the striped line that would continue on the right side of the street. I see a lot of folks waking in the street - this is very dangerous especially with truck and boat trailer traffic.

I understand what you are saying about Republic Drive. One issue to be addressed if the county does nothing here is that the dilapidated wooden bridge can (sure is to me) be seen as "public" one since it connects a public street and a public park, but it is not handicap accessible, not to mention in need of replacement. So it is a poor reflection on the county. I would think that an 8 foot in width (not length) steel bridge can be installed, owned and maintained by the county as a possible solution. It could then occasionally be used for service vehicles. Publicly it would be for walkers and bikers only with at least one vertical removable bollard to keep out any unauthorized traffic. The bridge is short and walkers and bikers can readily see each other crossing one way or the other. Remember the county is spending \$3 million to connect Bayshore Drive to Sugden Park. The signs at Bayshore and Republican could say "East Naples Park - Pedestrian and Bicycle Access Only."

The bike lane on the west side of Bayshore Drive south of the exit from the Botanical Gardens stops suddenly without warning and is not safe as it is. It could be continued to Republic Drive though it would involve some storm water revisions along the side of it. This was an original site design error and needs to be corrected - it can be done. A biker cannot quickly go out onto the Bayshore cartway since it is very narrow at that point and must turn right onto the narrow sidewalk which is also not safe to do."

Response: 4/22/2025

Provided by Anne McLaughlin – Collier MPO Executive Director

Email to Dan Hall – Project Management Supervisor, Collier County Transportation Engineering

"I am copying Capital Solutions, the MPO's consultant on the Bicycle & Pedestrian Master Plan, to add this request for a replacement bridge that meets current design standards to the public comments we've received on the Plan. This establishes project eligibility but is not a guarantee the project will be prioritized and funded. Bridges are very expensive, and it would be up to the County to determine whether the public need is great enough to submit an application when the MPO issues a new call for bike/ped projects in a year or two. We have paused issuing a new call until the 2050 LRTP is adopted this December because the federal funds the MPO taps into for bike/ped projects are committed to previously prioritized projects nine years out, to FY 2034.

Mr. Despard is welcome to reach out to Sean Kingston, the MPO's Project Manager on the Bike/Ped Master Plan, for more information."



Comment 022

Date of Comment: 05/05/2025

Comment Received: 05/06/2025

Eric Tracey– Lee County Resident

Written (Email)

Original Email to Sean Kingston – Collier MPO, Principal Planner

“It was nice meeting you at the Collier County / Lee County joint BPAC meeting on 4/22. I appreciated learning about the projects underway to connect the various bike trails.

I wanted to point out an observation I had while with my family on 5th Ave S in Naples (the main street). At the intersection of 5th Ave S and 8th Street S, I watched numerous pedestrians be cut off by turning vehicles, despite the vehicles having a red light. 5th Ave S is backed up heading east because of the big light at 9th Street/Tamiami. Looking at a map now, this is a fairly short block between 8th and 9th Streets, and when the block is full of cars, the right turn lane gets backed up on 8th Street. They then get frustrated that they couldn't turn right during their green light, and take any brief opening to turn, even if it meant cutting off a pedestrian abruptly just to try and secure a spot on 5th Avenue S before it got full again.

I believe this intersection (and possibly others) should be NO RIGHT ON RED. I'm sure the timing of the lights has been worked out to maximize efficiency of car traffic, but something should be done to help pedestrians feel safe crossing the street.”

Comment 023

Date of Comment: 6/30/2025

Comment Received: 7/2/2025

Alic Karow – Collier County Resident

Written (Email)

This is just to express my desire to have more dedicated bike paths in Collier County and the City of Naples.

Traffic has become such a horrible problem, especially during winter season, if we had bike paths next to the streets - but separated by a greenway as they have on Sanibel Island - it would not only enhance quality of life in our community, but also alleviate some of the vehicle traffic by providing a pleasant, safe alternative way to travel around town.



Bike lanes as they exist now, continuous with vehicle traffic lanes and separated only by a painted stripe on the pavement, are hazardous both to vehicles and bicycles and should be eliminated and replaced with dedicated bike/pedestrian paths that are separated from vehicle traffic. You only need to watch the evening news to see how many bicyclists are injured or killed in SW Florida on those bike lanes.

I understand there are thoughts about adding extra traffic lanes to Davis Blvd and I urge you NOT to do that. With elderly drivers (average age of Collier/Naples residents is 67 years old) who may have diminished driving skills and visitors or snowbirds who are unfamiliar with where they are going, extra lanes on roads through populated areas only adds to the confusion and increases the likelihood of traffic accidents and road-rage incidents. We don't need freeways through our populated areas! Bike/pedestrian paths to the side of Davis Blvd would be a better way to help traffic along. While I realize, adding extra lanes may *seem* like a positive step for allowing hurricane evacuations, I think it would just create more chaos, and more traffic on an already busy road. Earlier evacuation notices and storm surge mitigation should be the answer instead.

Naples/Collier County is primarily a retirement haven and winter visitor/tourist destination and as such needs to plan with the aesthetics and quality of life experience in mind to prevent this area from deteriorating as the population grows. If we want to live up to the "Paradise Coast" moniker we need to increase green areas (shade trees like native live oaks as well as colorful flowering shrubs) and make walking and biking safe and pleasant - the norm rather than the exception.

Especially with the new Metropolitan Naples 15-story residential high-rise at the Davis/Tamiami Trail triangle, there is a need for bike paths so residents can safely enjoy nearby businesses, ride a bike from East Naples to Downtown 5th Av S and 3rd St shopping and Naples Pier beaches to alleviate traffic and parking congestion. (Have *you* been stuck in that traffic jam just trying to get over the Gordon River bridge into downtown? The drive that takes 10 minutes during off-season can take an hour in winter high season!) Dedicated bike paths could also connect the many residential communities off Davis Blvd to Bayshore redevelopment area shopping/restaurants, Sugden Park, East Naples Park pickleball, and Naples Botanical Garden.

We have the best climate for commuting and recreation by bicycles and e-bikes! Dedicated bike/pedestrian paths would only strengthen our community, make it more human-friendly (and less concrete jungle), *safer; healthier; and more enjoyable* for both bicyclists *and* motor vehicle drivers.

Thanks for your time and attention to this!

Comment 024

Date of Comment: 8/18/2025

Comment Received: 9/03/2025

Gordan Brumwell – Collier County Resident



Written (Email)

Original Email to Sean Kingston – Collier MPO, Principal Planner

“Good to see that shade made it into the draft, the point system seems like it will be useful, and we already knew the crash safety game had been upped. But, shade, as implemented, is not enough to help the BPMP fulfill its *own goals* regarding encouraging non-auto mobility, and the first- and last-~mile connectivity issues for subdivisions persist...

The draft says the public asks the plan to... "Provide increased shade along heavily used pedestrian corridors to improve comfort and usability" and "increase shade along major active transportation corridors " (pp. 34 and 35). But something was lost in translation of this to the point systems - shade is relegated to only the low point category of ~economic development/tourism/beautification (pp. 94 - 98). Paths must be safe relative to heat stroke, skin cancer, etc. and be thermally comfortable for people *who actually live here, not just tourists* if the BPMP is serious about encouraging path use enough to increase public health and mildly reduce traffic - *any* heavily used path should be shaded, even if it's "just where normal people live."

Still lots of gap analysis, connectivity language. No matter how well the main paths connect to each other and key destinations, path use will not be significantly adopted near subdivisions people must walk or bike *really far* just to get out of. I only found "MPO member entities are encouraged to collaborate with developers to address infrastructure gaps and enhance connections as new developments are constructed" (p. 101). I might have missed other comments like this, but I'm pretty sure *the gap between the front door and a subdivision's exit* needs to be more thoroughly addressed”.
