



# BPAC AGENDA

Bicycle/Pedestrian Advisory Committee

**NOTE: THIS IS AN IN-PERSON MEETING**

IT Training Room, 5<sup>th</sup> Floor Collier

County Government Center Administration Building (F)

3299 Tamiami Trail East, Naples, FL, 34112

**October 21, 2025**

**9:00 a.m.**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the September 16, 2025 Meeting Minutes
5. Open to the Public for Comment on Items not on the Agenda
6. Agency Updates
  - A. FDOT
  - B. MPO
7. Committee Action
8. Reports & Presentations (May Require Committee Action)
  - A. FDOT Presentation on Livingston FPL Trail Extension PD&E Study
  - B. Report on Collier to Polk PD&E
  - C. Report on Draft Tentative Work Program FY27-31
9. Member Comments
10. Distribution Items
  - A. Final Approved Bike-Ped Master Plan
11. Topics for Future Meetings
12. Next Meeting Date

\*\*\*Alternate Location\*\*\*

**November 18, 2025 – 9:00 a.m.**  
**Location:** Collier County Government Center  
**Risk Management Training Room**  
3311 Tamiami Trail East, Building D
13. Adjournment

## PLEASE NOTE:

*The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. 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 Title VI Coordinator, Ms. Suzanne Miceli, (239) 252-5814 or by email at: [Suzanne.Miceli@colliercountyfl.gov](mailto:Suzanne.Miceli@colliercountyfl.gov), or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.*



**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
Collier County Government Center, Administration Building (F)  
IT Training Room, Fifth Floor  
3299 Tamiami Trail East, Naples, FL, 34112  
September 16, 2025 - 9:00 A.M.  
Meeting Minutes**

**1. Call to Order**

**Mr. Matonti** called the meeting to order at 9:00 a.m..

**2. Roll Call**

**Ms. Miceli** called roll and confirmed a quorum was present.

**Members Present**

Anthony Matonti (Chair)  
Michelle Sproviero (Vice-Chair)  
Dayna Fendrick  
Kevin Dohm  
David Sutton  
David Costello  
Patty Huff  
Victoria Holmes

**Members Absent**

Alan Musico  
Joe Bonness  
Robert Phelan  
Robert Vigorito

**MPO Staff Present**

Anne McLaughlin, Executive Director  
Sean Kingston, Principal Planner  
Suzanne Miceli, Operations Support Specialist

**Others Present**

Kathy Eastley, Collier County Transportation Planning  
Anthony Arfuso, Capital Consulting Solutions

**3. Approval of the Agenda**

*Ms. Sproviero moved to approve the amended agenda. Seconded by Ms. Fendrick. Carried unanimously.*

**4. Approval of the August 19, 2025 Meeting Minutes**

*Mr. Matonti moved to approve the August 19, 2025 minutes. Seconded by Ms. Sproviero. Carried unanimously.*

5. **Open to the Public for Comment on Items Not on the Agenda**

No public comments were made.

6. **Agency Updates**

A. **FDOT**

A representative from FDOT was not in attendance. Tanya Merkle had given prior notice of not being able to attend this meeting.

B. **MPO**

**Mr. Kingston** announced that this meeting is for the endorsement of the BPMP and CSAP. Some minor changes have been applied to these since the last meeting. They will then be brought to the Congestion Management Committee (CMC) with the BPMP as a presentation item and the CSAP for endorsement. Following that, they will be brought to the Technical and Citizens Advisory Committees (TAC & CAC) for endorsement. Finally, for approval at the October MPO Board meeting. These plans will be a part of the Long Range Transportation Plan, scheduled for December MPO Board approval.

This room being used for BPAC will not be available at the November 18 meeting because of a scheduling conflict with the Board of County Commissioners. MPO staff is working to find an alternate location.

7. **Committee Action**

A. **Bicycle & Pedestrian Master Plan (BPMP) – Endorse Final Draft**

**Mr. Matonti** mentioned that at the September MPO Board, a public comment was received supporting trees and shading. While shade, along with safety and scenery is an important component of trails, the MPO is not responsible for funding landscaping. The scoring criteria in the BPMP does include that this is supported. A discussion followed, about how shading can be applied and the MPO's role in the process.

**Mr. Kingston** noted that some changes were made to the evaluation criteria for it to be acceptable with County Transportation Planning staff and compatible with the call for projects process and that these are being requested to be included with endorsement. Most of the changes are for the Cost/Benefit and Safety evaluation criteria. **Mr. Matonti** reflected on the changes that had been made to the evaluation criteria.

**Ms. Sproviero** asked why long-term maintenance was removed from the scoring matrix. **Ms. McLaughlin** answered that changes were made according to the comments received from County Transportation Planning. When projects are being reviewed, the initial budgets for them are part of the package, and it's difficult to estimate if the initial budget will be exceeded and by how much, and if maintenance were included in the design of the project, the design would have added expense. **Ms. Sproviero** asked who would be responsible for maintenance. **Ms. McLaughlin** replied that the County is responsible for what they build on a County road and the State is responsible for what they build on a State road. The exception for these applications is whether SUN Trail money is used. In these cases, a local sponsor is needed. The project application package can be written to include who will be responsible for maintenance.

**Ms. Fendrick** provided comments for the draft BPMP.

- Page 17. States, “The current bicycle and pedestrian network in the Collier MPO area is well-connected, especially in urban centers like Naples and Marco Island...”
  - She disagreed with the statement and would like it revised, that there is a lack of bicycle facilities in unincorporated areas other than connector sidewalks in many places. After this, the Committee and **Ms. McLaughlin** brainstormed ideas for a rewrite. Following this, the Committee agreed to allow **Mr. Kingston** and **Mr. Matonti** to agree on a revision for Board approval.
- Page 65, Priority Projects for Everglades City
  - She proposed to provide information by email to update the information in this section for accuracy.

***Ms. Fendrick** moved to endorse the BPMP as presented with revisions and to apply the changes as discussed at this meeting. Seconded by **Mr. Dohm**. Motion passed unanimously.*

#### **B. Comprehensive Safety Action plan (CSAP): Endorse Final Draft**

**Mr. Kingston** mentioned that the plan has been changed by MPO and County Transportation Planning staff since it was seen at August BPAC largely for formatting. MPO Board reviewed and commented at their September meeting with no objection.

***Mr. Dohm** moved to endorse the CSAP. Seconded by **Mr. Sutton**. Motion passed unanimously.*

#### **8. Reports & Presentations (May Require Committee Action)**

None.

#### **9. Member Comments**

**Ms. Sproviero** thanked the County for cleaning up the debris at Rattlesnake Hammock and Santa Barbara Roads, alleviating the safety concerns and received a direct response by the project manager. There will be a presentation on the Bonita Estero Rail Trail at the Board of County Commissioners meeting on Tuesday, September 23<sup>rd</sup>.

**Ms. Huff** announced that October is Greenways and Trails month. There will be a series of meetings with the trail towns. **Mr. Dohm** added that the approval of Marco Island as a Trail Town will be on October 8<sup>th</sup> and 9<sup>th</sup> in Jupiter.

**Ms. Fendrick** asked **Ms. McLaughlin** or **Ms. Eastley** if they had heard of whether any “green” bike lanes would be removed with current policy actions. **Ms. McLaughlin** reported that this had been brought up at a TAC meeting and that they are protected from being removed because they are included in the MUTCD. **Ms. Eastley** supported this statement. **Mr. Matonti** added that he saw the “5<sup>th</sup> Avenue” seal had been removed yesterday.

#### **10. Distribution Items**

None.

#### **11. Topics for Next Meeting**

**Mr. Matonti** asked how the November meeting will be scheduled. **Mr. Kingston** answered that the location will be announced with distribution of the October meeting agenda, or if cancelled, in the cancellation.

**12.     Next Meeting Date**

***October 21, 2025 – 9:00 a.m. Location:** Collier County Government Center, Admin. Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, 34112*

**13.     Adjournment**

**Mr. Matonti** adjourned the meeting at 10:20 a.m.

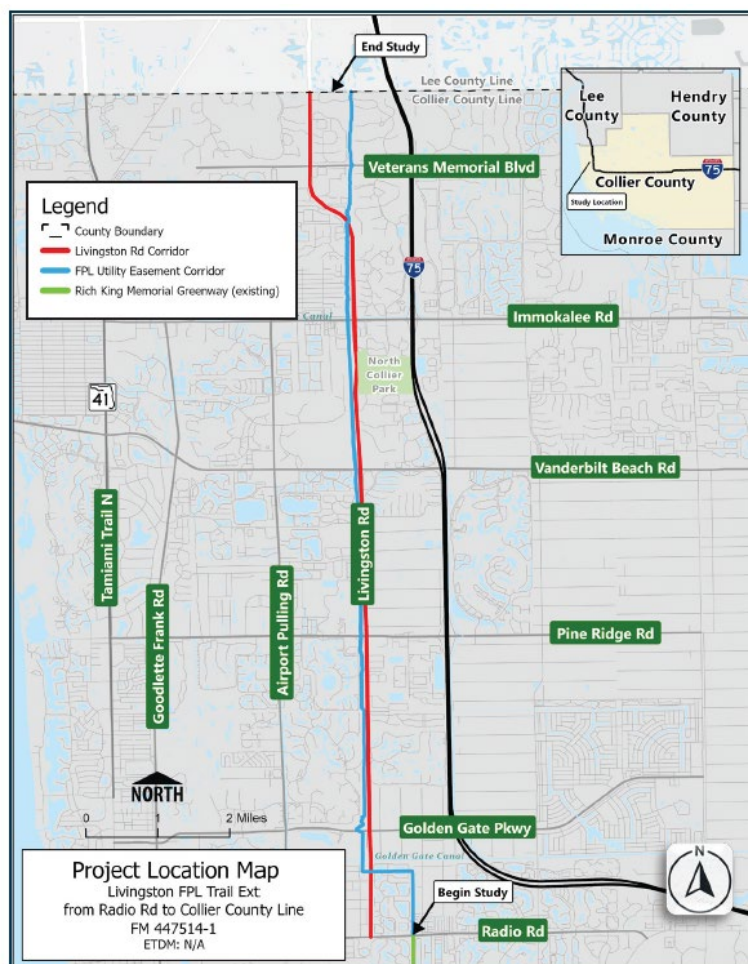
**EXECUTIVE SUMMARY**  
**REPORTS & PRESENTATIONS**  
**ITEM 8A**

**FDOT Presentation on Livingston FPL Trail Extension PD&E Study**

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**OBJECTIVE:** For the Committee to receive a presentation on the Florida Department of Transportation's (FDOT) Project Development & Environment (PD&E) study for the Livingston FPL Trail Extension project.

**CONSIDERATIONS:** Over the summer, FDOT launched a PD&E study to determine the location and conceptual design of a Livingston FPL shared use path trail from Radio Road to the Collier County line (FPID 447514-1). The PD&E study area is depicted below:



A representative from FDOT's consultant team will provide a presentation on the PD&E study at the Committee meeting (**Attachment 1**).

The draft schedule for the PD&E study is as follows:

November 2025-                      Public Alternatives Workshop

In-person at Collier Regional Park on November 18<sup>th</sup> at 5 p.m.  
Virtual on November 19<sup>th</sup> at 5 p.m.

Summer/Fall 2026- Public Hearing

Spring 2027- Study finalized

Additional information and project updates can be found on FDOT's project webpage at the following link:  
<https://www.swflroads.com/project/447514-1>.

The MPO's SUN Trail Network Map is provided for information. (**Attachment 2**)

**STAFF RECOMMENDATION:** That the Committee receive the presentation and be able to ask questions about the study.

Prepared By: Dusty Hansen, Senior Planner

**ATTACHMENTS:**

1. FDOT's Presentation on Livingston FPL Trail Extension PD&E Study
2. MPO's SUN Trail Network





# Livingston FPL Trail Extension PD&E Study

From Radio Rd to the Collier  
County Line

FM: 447514-1

Collier MPO - BPAC

October 21, 2025





# Agenda

1. What is a Project Development & Environment Study
2. Project Location
3. Purpose and Need
4. No Build and Build Alternatives
5. Alternatives Comparison
6. Schedule
7. Planning Consistency
8. Future Public Meetings

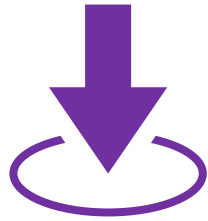


Existing Trailhead at  
The Rich King Memorial Greenway

# Transportation Project Development Process



Pathway Report  
and Feasibility Study



## Phase 1 Planning

- Existing Conditions
- Needs and Assessment
- LRTP, CFP, TIP
- Work Program

## Phase 2 PD&E Study

- Purpose and Need
- Alternatives Analysis
- Environmental Studies
- Environmental Document Approval

## Phase 3 Design

- Detailed Design
- Construction Plans
- Cost Estimates
- Permits

## Phase 4 Right-of-Way

- Appraisal
- Negotiations
- Acquisition

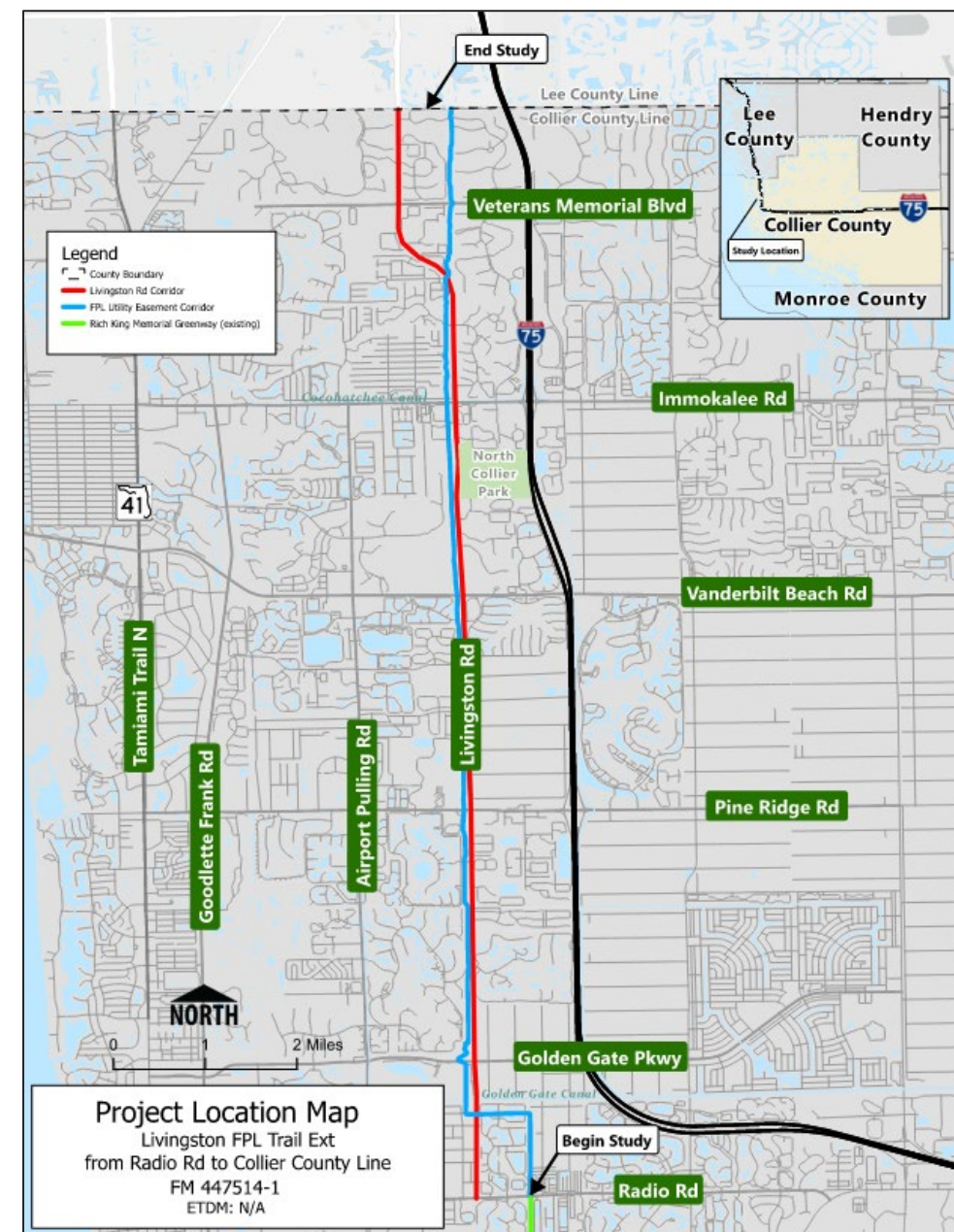
## Phase 5 Construction

- Build and Deliver

Public Outreach and Interagency Coordination

# Project Location

- 11.5 miles in Collier County
- Connects to existing Rich King Memorial Greenway
- Crosses 2 canal bridges
- Crosses 6 major arterials
- Connects to North Collier Regional Park
- Connects to proposed Bonita Estero Rail Trail (BERT) to the north



# Purpose and Need

## The purpose of this project:

- Evaluate safe, viable, non-motorized travel options parallel to Livingston Road and the FPL utility easement
- Support the development of the SUN Trail network within Collier County

## The need for the project:

- Project Status – PD&E is funded in TIP and STIP
- System Linkage – SUN Trail, Gulf Coast Trail
- Social Demands or Economic Development - PCT Feasibility Study documented public support
- Modal Interrelationships – existing pedestrian and bicycle networks are incomplete
- Safety – crashes for pedestrians and bicyclists are increasing



# No Build Alternative

- No existing shared use path along Livingston Road or the FPL utility easement



Existing FPL Utility Easement



Existing Livingston Rd



# Build Alternative 1 - Typical Section

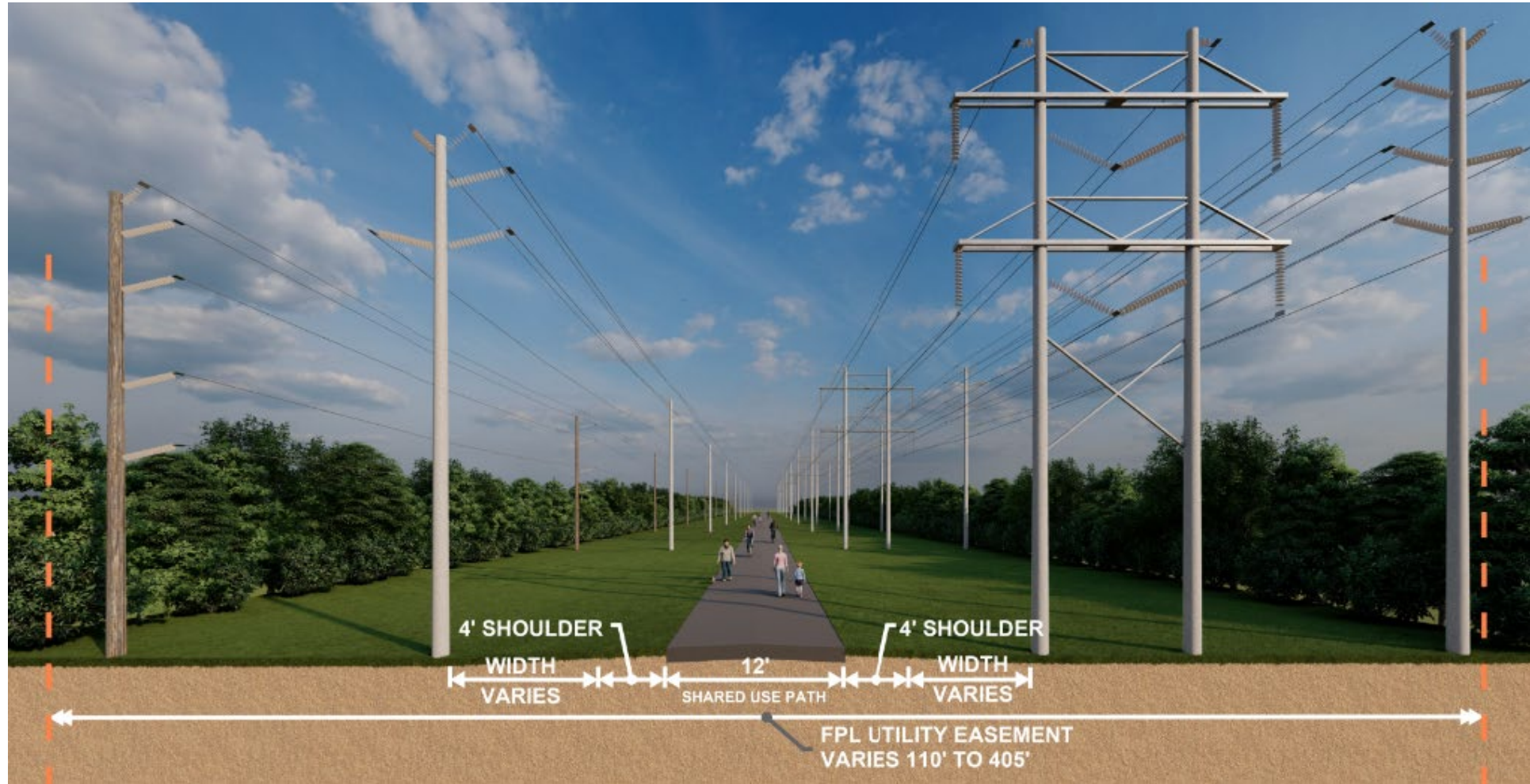


# Build Alternative 1 - Typical Section

- Existing sidewalk to be removed and replaced
- Optional mid-block crossings (North Collier Regional Park & Park and Ride lot)
- Relocation of overhead distribution lines, lighting and some landscaping
- Modification to existing bridges (no widening needed)
- Utilizes existing drainage
- Low environmental impacts
- Fewer impacts to adjacent parcels and easements



# Build Alternative 2 - Typical Section



# Build Alternative 2 - Typical Section

- Required mid-block crossings at 4 locations
  - Tivoli Ln, Livingston Rd (south of Golden Gate Canal), Livingston Rd (south of Entrada Ave), Veterans Memorial Blvd
- Optional mid-block crossings (North Collier Regional Park & Park and Ride lot)
- New separate pedestrian bridges over canals
- Better user experience due to larger separation from Livingston Rd
- Concrete sidewalk along Livingston Rd remains
- Fill needed to raise trail above seasonal high-water table
- Additional environmental impacts to wetlands and species
- Requires FPL Consent Agreement

# Alternatives Considered and Screened

## Alternatives Screening Process

A multi-discipline screening analysis was conducted to determine the best alternatives to advance into the detailed analysis phase. Factors considered include:

- Purpose and need
- Safety (conflict points)
- Property impacts and access
- Environmental impacts
- Construction cost and complexity

## Alternatives Considered – Pinch Point Locations

- **Rich King Memorial Greenway Trail Head to Golden Gate Parkway**
  - South side of Radio Rd and west side of Livingston Rd **not** recommended for further consideration.
  - North side of Radio Rd and east side of Livingston Rd recommended for further consideration.
- **Marbella Lakes Dr to Pine Ridge Rd**
  - Livingston Rd West recommended for further consideration.
  - Livingston Rd East **not** recommended for further consideration
- **Eatonwood Lane to Pine Ridge Rd**
  - FPL Easement West
  - FPL Easement East
  - Hybrid alternative that utilizes dedicated easement and FPL Easement West alignment recommended for further consideration

# Alternatives Coordination

## Coordination Meetings

The PD&E alternatives were developed in conjunction with local coordination with the following interested parties:

- FPL Pre-Design Mtg (12/16/2024)
- Collier County (10/29/2024, 04/14/2025, 4/30/2025, 8/11/2025)
- SFWMD Pre-app meeting (8/27/2025)

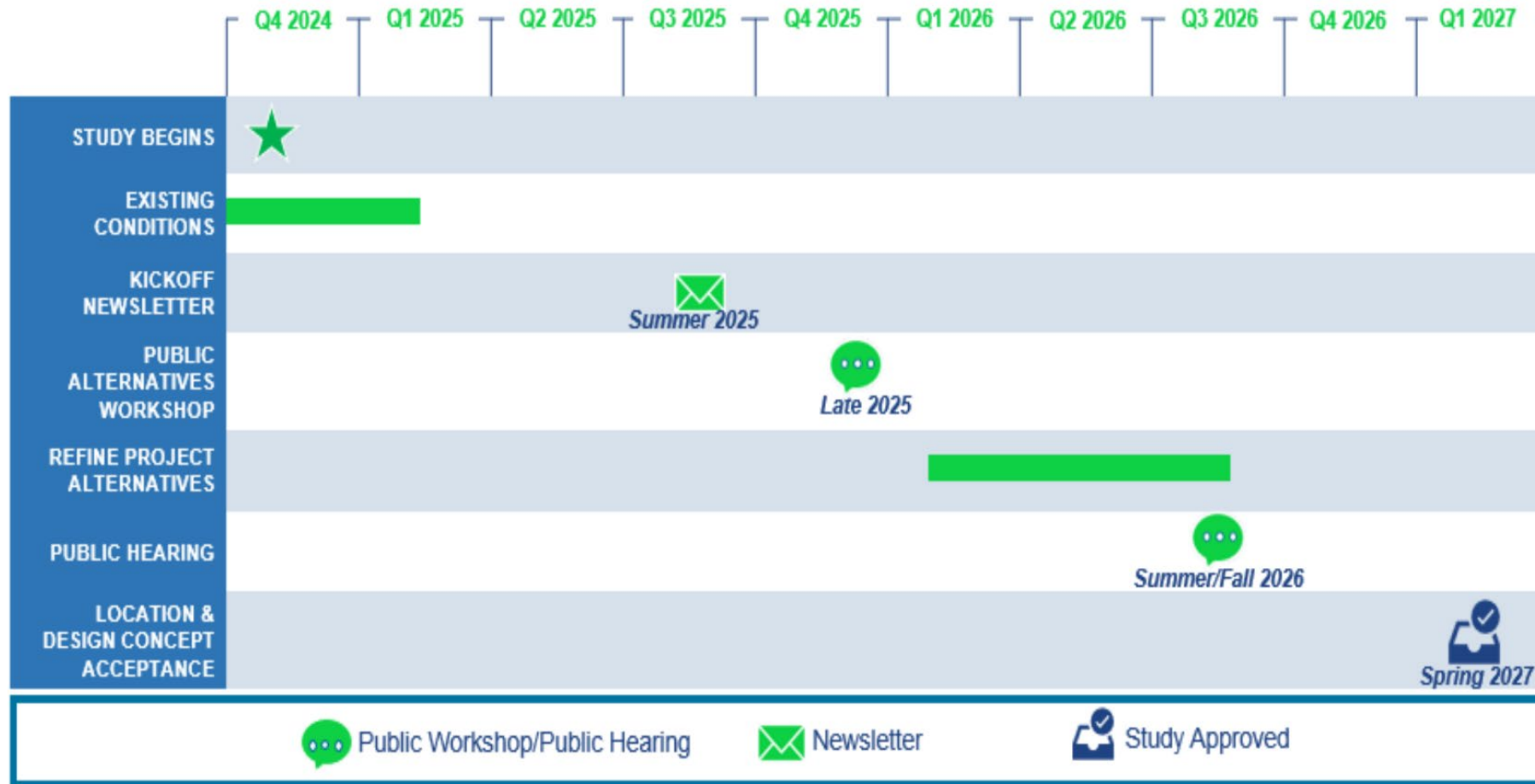




# Alternatives Comparison

| Livingston FPL Trail Extension PD&E Study - From Radio Rd to the Collier County Line<br>Financial Management Number: 447514-1<br><b>Evaluation Matrix</b> |                 |                                |                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------|---------------------------------------|
| Evaluation Criteria                                                                                                                                       | No-Build        | Alternative 1<br>Livingston Rd | Alternative 2<br>FPL Easement         |
| <b>Meets Purpose and Need</b>                                                                                                                             | <b>✗</b>        | <b>✓</b>                       | <b>✓</b>                              |
| <b>Benefits</b>                                                                                                                                           |                 |                                |                                       |
| User/vehicle conflict points (side street / driveway)                                                                                                     | No improvements | 8/29                           | 8/25                                  |
| Fills sidewalk gaps and provides bicycle facilities on Livingston Rd                                                                                      | No              | Yes                            | Yes                                   |
| Increased pedestrian/bicycle safety                                                                                                                       | No change       | Yes                            | Yes                                   |
| User experience on the trail                                                                                                                              | N/A             | Fair<br>(along roadway)        | Excellent<br>(separated from roadway) |
| Connection to community hubs (schools/educational facilities, parks/recreation facilities, and regional parks within 1/2 mile)                            | none            | 16                             | 15                                    |
| <b>Engineering</b>                                                                                                                                        |                 |                                |                                       |
| Drainage features and improvements                                                                                                                        | No improvements | Minimal                        | Moderate                              |
| Floodplain impacts                                                                                                                                        | No change       | 9 acres                        | 33 acres                              |
| Utilities Impacted                                                                                                                                        | none            | Moderate                       | Moderate                              |
| Structures/bridges                                                                                                                                        | none            | Modify 2 existing bridges      | 2 new pedestrian canal bridges        |
| Roadway Construction Activities                                                                                                                           | none            | Numerous roadway workzones     | Minimal roadway workzones             |
| <b>Environmental Effects</b>                                                                                                                              |                 |                                |                                       |
| Wetland and Surface Water Impacts (acres)                                                                                                                 | 0               | 0.23 acres                     | 13.64 acres                           |
| Threatened and endangered species (potential)                                                                                                             | none            | low                            | low                                   |
| Historic (over 50 year old) resources potentially impacted                                                                                                | 0               | 0                              | 2                                     |
| Archaeological sites impacted                                                                                                                             | 0               | 0                              | 0                                     |
| Potential contamination sites (medium risk site/high risk site)                                                                                           | 0               | 3/0                            | 3/0                                   |
| <b>Right-of-Way Impacts</b>                                                                                                                               |                 |                                |                                       |
| Easements affected due to shared use path (acres)                                                                                                         | 0               | 3.8 acres                      | 35.9 acres                            |
| Right-of-way to be acquired for shared use path (acres)                                                                                                   | 0               | 1.5 acres                      | 0.26 acres                            |
| Relocations (business or residential)                                                                                                                     | 0               | 0                              | 0                                     |
| Business parcels impacted                                                                                                                                 | 0               | 18                             | 13                                    |
| Residential parcels impacted                                                                                                                              | 0               | 9                              | 42                                    |
| Undeveloped parcels impacted                                                                                                                              | 0               | 12                             | 27                                    |
| <b>Estimated Project Costs (subject to change)</b>                                                                                                        |                 |                                |                                       |
| Design Cost (Preliminary Engineering)                                                                                                                     | none            | \$5,280,000                    | \$4,140,000                           |
| Right of Way (not known at this time)                                                                                                                     | none            | -                              | -                                     |
| Construction Engineering & Inspection                                                                                                                     | none            | \$4,928,000                    | \$3,864,000                           |
| Construction                                                                                                                                              | none            | \$30,850,000                   | \$27,600,000                          |
| <b>Total Cost</b>                                                                                                                                         | <b>none</b>     | <b>\$45,408,000</b>            | <b>\$35,604,000</b>                   |

# FPID 447514-1: Study Schedule



Preliminary – Subject to Change

# Planning Consistency

- PD&E Phase – funded and underway
- Design Phase - **\$5.28 million, not funded, needed by July 2026**
- Right-of-way costs to be determined
- Construction Phase - \$30.85 million, not funded

*MPO will need to program design (PE) funds to complete the PD&E Study for planning consistency*

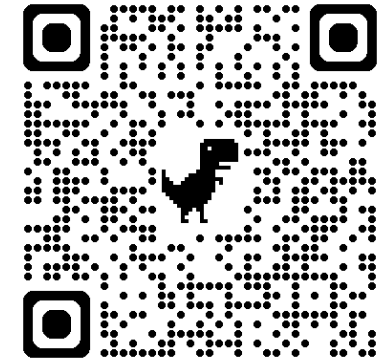
# Public Involvement

## Attend Public Meetings

- Public Alternatives Workshop
  - North Collier Regional Park
  - November 18, 2025, at 5:00 PM (in-person)
  - November 19, 2025, at 5:00 PM (virtual)
- Public Hearing: Tentative Summer 2026

**Project Website:**

[www.swflroads.com/project/447514-1](http://www.swflroads.com/project/447514-1)



**Public comments and questions are always welcome!**





# Safety, Questions, and Contact Information

**Adam Rose**

Project Manager  
FDOT District One

[Adam.Rose@dot.state.fl.us](mailto:Adam.Rose@dot.state.fl.us)

(863) 519-2832

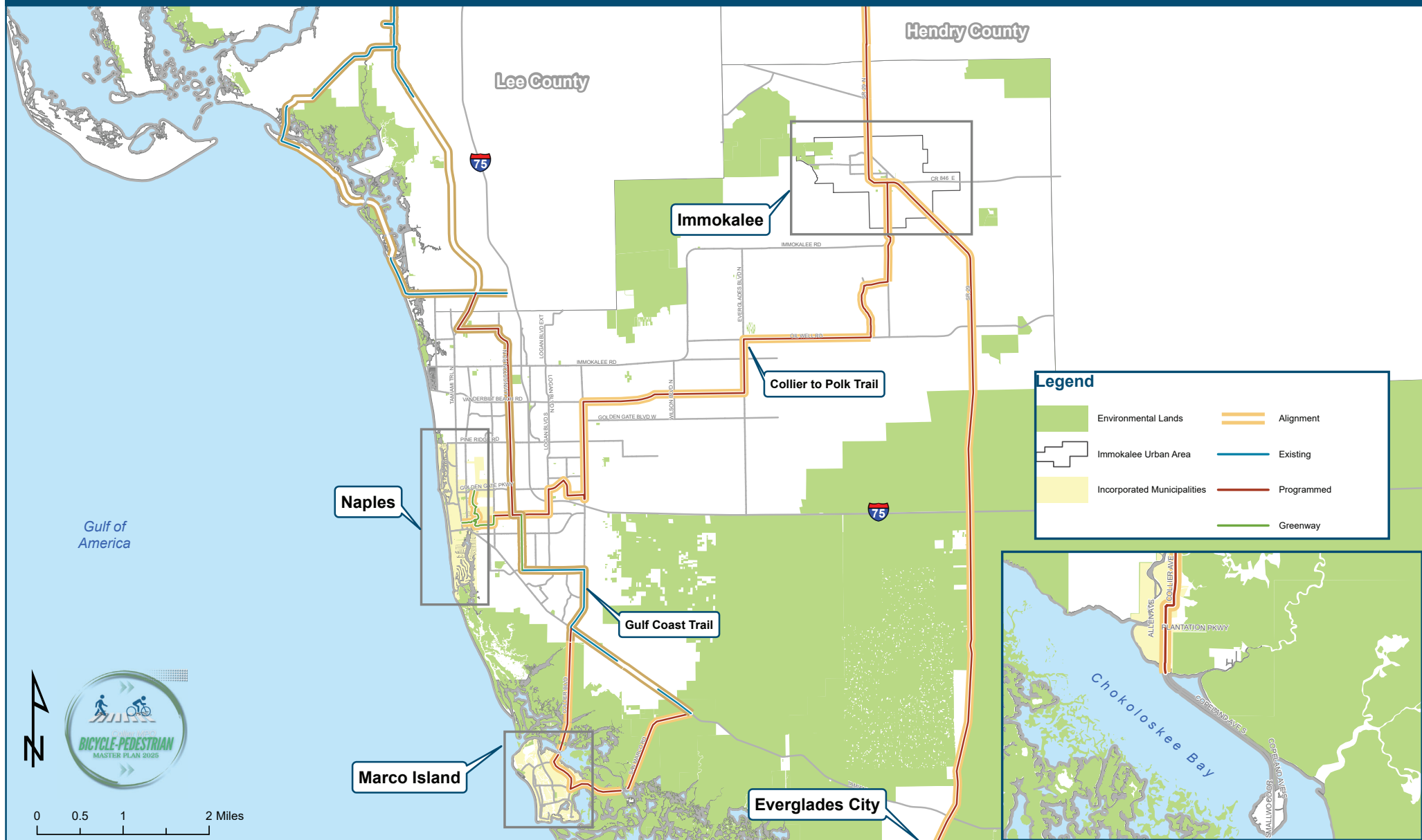


Lane departures  
represent  
**34%** of all  
**CRASHES**  
yet result in  
**42%** of all  
**DEATHS**



Exhibit 9: Sun Trail Regional Network

Bicycle & Pedestrian Master Plan



**EXECUTIVE SUMMARY**  
**REPORTS & PRESENTATIONS**  
**ITEM 8B**

**Report on Collier to Polk PD&E Webinar**

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**OBJECTIVE:** For the Committee to receive a briefing from MPO staff on a webinar hosted by FDOT on October 15<sup>th</sup>.

**CONSIDERATIONS:** FDOT has scheduled a webinar on “What’s next for Collier to Polk Trail” on October 15<sup>th</sup>, the day after the Committee’s agenda is posted.

**STAFF RECOMMENDATION:** That the Committee receive an update on the Collier to Polk Trail.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENTS:**

None

**EXECUTIVE SUMMARY**  
**REPORTS & PRESENTATIONS**  
**ITEM 8C**

**Report on Draft Tentative Work Program (DTWP) and Public Hearing Schedule**

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**OBJECTIVE:** For the Committee to receive a copy of FDOT's FY27-31 DTWP, its Summary of Changes, and its public hearing schedule.

**CONSIDERATIONS:** FDOT has released the DTWP and its Summary of Changes. (**Attachments 1 and 2**) MPO staff will report on changes to bicycle and pedestrian projects at the meeting. FDOT's public hearing announcement (**Attachment 3**) describes how members of the public can provide review and comment.

**STAFF RECOMMENDATION:** Provided for informational purposes.

Prepared By: Anne McLaughlin, MPO Director and Sean Kingston, AICP, PMP, CFM, Principal Planner

**ATTACHMENTS:**

1. FDOT Summary of Changes – DTWP FY27-31
2. FDOT DTWP Collier MPO
3. FDOT Public Hearing Announcement



FLORIDA DEPARTMENT OF TRANSPORTATION **DRAFT** TENTATIVE WORK PROGRAM COLLIER COUNTY FY2027 - FY2031 SUMMARY OF CHANGES

| County  | Project Number | Project Phase        | Category  | Type of Work                   | Project Description                                                  | Old Fiscal Year | Old Estimate | New Fiscal Year | New Estimate |
|---------|----------------|----------------------|-----------|--------------------------------|----------------------------------------------------------------------|-----------------|--------------|-----------------|--------------|
| COLLIER | 410120-2       | OPERATIONS           | Additions | OPERATING/ADMIN. ASSISTANCE    | COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE                 | \$0             | 2026         |                 | \$2,276,473  |
| COLLIER | 417540-5       | PE UTILITY           | Additions | NEW ROAD CONSTRUCTION          | SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W                        | \$0             | 2026         |                 | \$355,000    |
| COLLIER | 437908-1       | CAPITAL INDIRECT SUP | Additions | FLEXIBLE PAVEMENT RECONSTRUCT. | SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE           | \$0             | 2027         |                 | \$50,000     |
| COLLIER | 437908-1       | PRELIMIN ENGINEERING | Additions | FLEXIBLE PAVEMENT RECONSTRUCT. | SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE           | \$0             | 2026         |                 | \$5,000      |
| COLLIER | 437925-1       | PRELIMIN ENGINEERING | Additions | TRAFFIC SIGNAL UPDATE          | SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS                      | \$0             | 2027         |                 | \$772,942    |
| COLLIER | 441512-1       | CONSTRUCTION         | Additions | RESURFACING                    | SR 45 (US 41) FROM N OF OLD US 41 TO S OF GOLF PARK DR               | \$0             | 2026         |                 | \$2,650,000  |
| COLLIER | 445296-4       | PRELIMIN ENGINEERING | Additions | LANDSCAPING                    | SR93 AT PINE RIDGE RD INTERCHANGE                                    | \$0             | 2026         |                 | \$5,000      |
| COLLIER | 445296-4       | PRELIMIN ENGINEERING | Additions | LANDSCAPING                    | SR93 AT PINE RIDGE RD INTERCHANGE                                    | \$0             | 2026         |                 | \$265,000    |
| COLLIER | 445296-4       | CONSTRUCTION         | Additions | LANDSCAPING                    | SR93 AT PINE RIDGE RD INTERCHANGE                                    | \$0             | 2027         |                 | \$1,440,600  |
| COLLIER | 445296-4       | CONSTRUCTION SUPPORT | Additions | LANDSCAPING                    | SR93 AT PINE RIDGE RD INTERCHANGE                                    | \$0             | 2027         |                 | \$220,000    |
| COLLIER | 446451-1       | CONSTRUCTION         | Additions | INTERSECTION IMPROVEMENT       | SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)                           | \$0             | 2026         |                 | \$600,000    |
| COLLIER | 448130-1       | PRELIMIN ENGINEERING | Additions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | \$0             | 2026         |                 | \$317,402    |
| COLLIER | 448130-2       | CONSTRUCTION         | Additions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | \$0             | 2028         |                 | \$1,046,045  |
| COLLIER | 448130-2       | CONSTRUCTION SUPPORT | Additions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | \$0             | 2028         |                 | \$1,000      |
| COLLIER | 448130-2       | CONSTRUCTION SUPPORT | Additions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | \$0             | 2028         |                 | \$156,907    |
| COLLIER | 448131-1       | CONSTRUCTION         | Additions | SIDEWALK                       | NAPLES SIDEWALKS ON 26TH AVE                                         | \$0             | 2028         |                 | \$585,729    |
| COLLIER | 448131-1       | CONSTRUCTION SUPPORT | Additions | SIDEWALK                       | NAPLES SIDEWALKS ON 26TH AVE                                         | \$0             | 2028         |                 | \$5,000      |
| COLLIER | 448131-1       | CONSTRUCTION SUPPORT | Additions | SIDEWALK                       | NAPLES SIDEWALKS ON 26TH AVE                                         | \$0             | 2028         |                 | \$87,859     |
| COLLIER | 448810-2       | OPERATIONS           | Additions | OPERATING FOR FIXED ROUTE      | 5310 OPERATING COLLIER COUNTY BOCC-BONITA SPRINGS UZA                | \$0             | 2026         |                 | \$125,000    |
| COLLIER | 449397-1       | WILDCARD             | Additions | FEASIBILITY STUDY              | VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD                 | \$0             | 2026         |                 | \$430,000    |
| COLLIER | 449580-1       | PRELIMIN ENGINEERING | Additions | ITS COMMUNICATION SYSTEM       | ATMS RETIMING FOR ARTERIALS                                          | \$0             | 2027         |                 | \$881,900    |
| COLLIER | 449581-1       | CONSTRUCTION         | Additions | ITS COMMUNICATION SYSTEM       | ITS VEHICLE DETECTION UPDATE                                         | \$0             | 2027         |                 | \$992,000    |
| COLLIER | 451274-1       | CONSTRUCTION         | Additions | PAVEMENT ONLY RESURFACE (FLEX) | SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299                 | \$0             | 2029         |                 | \$3,455,539  |
| COLLIER | 451274-1       | CONSTRUCTION SUPPORT | Additions | PAVEMENT ONLY RESURFACE (FLEX) | SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299                 | \$0             | 2029         |                 | \$5,465      |
| COLLIER | 451278-1       | CONSTRUCTION         | Additions | RESURFACING                    | SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD                         | \$0             | 2029         |                 | \$11,797,395 |
| COLLIER | 451278-1       | CONSTRUCTION SUPPORT | Additions | RESURFACING                    | SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD                         | \$0             | 2029         |                 | \$5,465      |
| COLLIER | 451278-1       | CONSTRUCTION SUPPORT | Additions | RESURFACING                    | SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD                         | \$0             | 2029         |                 | \$743,880    |
| COLLIER | 451543-1       | PRELIMIN ENGINEERING | Additions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | \$0             | 2026         |                 | \$72,051     |
| COLLIER | 451543-2       | CONSTRUCTION         | Additions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | \$0             | 2028         |                 | \$184,486    |
| COLLIER | 451543-2       | CONSTRUCTION SUPPORT | Additions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | \$0             | 2028         |                 | \$1,000      |
| COLLIER | 451543-2       | CONSTRUCTION SUPPORT | Additions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | \$0             | 2028         |                 | \$27,669     |
| COLLIER | 452247-1       | PRELIMIN ENGINEERING | Additions | PAVE SHOULDERS                 | IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD                        | \$0             | 2026         |                 | \$750,000    |
| COLLIER | 455935-1       | CONSTRUCTION         | Additions | BRIDGE REPLACEMENT             | GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116                     | \$0             | 2029         |                 | \$2,559,219  |
| COLLIER | 455935-1       | CONSTRUCTION SUPPORT | Additions | BRIDGE REPLACEMENT             | GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116                     | \$0             | 2029         |                 | \$474,128    |
| COLLIER | 456234-1       | PRELIMIN ENGINEERING | Additions | RESURFACING                    | SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY       | \$0             | 2027         |                 | \$10,000     |
| COLLIER | 456234-1       | PRELIMIN ENGINEERING | Additions | RESURFACING                    | SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY       | \$0             | 2027         |                 | \$1,000,000  |
| COLLIER | 456234-1       | CONSTRUCTION         | Additions | RESURFACING                    | SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY       | \$0             | 2029         |                 | \$10,297,714 |
| COLLIER | 456234-1       | CONSTRUCTION SUPPORT | Additions | RESURFACING                    | SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY       | \$0             | 2029         |                 | \$10,930     |
| COLLIER | 456234-1       | CONSTRUCTION SUPPORT | Additions | RESURFACING                    | SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY       | \$0             | 2029         |                 | \$1,101,913  |
| COLLIER | 456236-1       | PRELIMIN ENGINEERING | Additions | PAVEMENT ONLY RESURFACE (FLEX) | SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)             | \$0             | 2027         |                 | \$100,000    |
| COLLIER | 456236-1       | CONSTRUCTION         | Additions | PAVEMENT ONLY RESURFACE (FLEX) | SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)             | \$0             | 2029         |                 | \$3,497,972  |
| COLLIER | 456236-1       | CONSTRUCTION SUPPORT | Additions | PAVEMENT ONLY RESURFACE (FLEX) | SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)             | \$0             | 2029         |                 | \$27,325     |
| COLLIER | 456236-1       | CONSTRUCTION SUPPORT | Additions | PAVEMENT ONLY RESURFACE (FLEX) | SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)             | \$0             | 2029         |                 | \$399,823    |
| COLLIER | 456577-1       | PRELIMIN ENGINEERING | Additions | LIGHTING                       | SR 29 AT OIL WELL ROAD                                               | \$0             | 2026         |                 | \$5,000      |
| COLLIER | 456577-1       | CONSTRUCTION         | Additions | LIGHTING                       | SR 29 AT OIL WELL ROAD                                               | \$0             | 2027         |                 | \$513,141    |
| COLLIER | 456577-1       | CONSTRUCTION SUPPORT | Additions | LIGHTING                       | SR 29 AT OIL WELL ROAD                                               | \$0             | 2027         |                 | \$1,029      |
| COLLIER | 456577-1       | CONSTRUCTION SUPPORT | Additions | LIGHTING                       | SR 29 AT OIL WELL ROAD                                               | \$0             | 2027         |                 | \$94,668     |
| COLLIER | 457255-1       | PRELIMIN ENGINEERING | Additions | SAFETY PROJECT                 | I-75 FROM CR951 TO GOLDEN GATE PARKWAY                               | \$0             | 2028         |                 | \$10,000     |
| COLLIER | 457255-1       | CONSTRUCTION         | Additions | SAFETY PROJECT                 | I-75 FROM CR951 TO GOLDEN GATE PARKWAY                               | \$0             | 2028         |                 | \$3,706,991  |
| COLLIER | 457255-1       | CONSTRUCTION SUPPORT | Additions | SAFETY PROJECT                 | I-75 FROM CR951 TO GOLDEN GATE PARKWAY                               | \$0             | 2028         |                 | \$10,600     |
| COLLIER | 457255-1       | CONSTRUCTION SUPPORT | Additions | SAFETY PROJECT                 | I-75 FROM CR951 TO GOLDEN GATE PARKWAY                               | \$0             | 2028         |                 | \$399,058    |
| COLLIER | 457256-1       | PRELIMIN ENGINEERING | Additions | SAFETY PROJECT                 | I-75 FROM WEST TOLL BOOTH PLAZA TO CR951                             | \$0             | 2028         |                 | \$10,000     |
| COLLIER | 457256-1       | CONSTRUCTION         | Additions | SAFETY PROJECT                 | I-75 FROM WEST TOLL BOOTH PLAZA TO CR951                             | \$0             | 2028         |                 | \$2,913,646  |
| COLLIER | 457256-1       | CONSTRUCTION SUPPORT | Additions | SAFETY PROJECT                 | I-75 FROM WEST TOLL BOOTH PLAZA TO CR951                             | \$0             | 2028         |                 | \$11,388     |
| COLLIER | 457256-1       | CONSTRUCTION SUPPORT | Additions | SAFETY PROJECT                 | I-75 FROM WEST TOLL BOOTH PLAZA TO CR951                             | \$0             | 2028         |                 | \$308,459    |
| COLLIER | 457271-1       | CAPITAL GRANT        | Additions | AVIATION PRESERVATION PROJECT  | NAPLES AIRPORT REHABILITATE RUNWAY 5-23                              | \$0             | 2027         |                 | \$675,000    |
| COLLIER | 457273-1       | CAPITAL GRANT        | Additions | AVIATION PRESERVATION PROJECT  | NAPLES AIRPORT TAXIWAY E.G.H REHABILITATION                          | \$0             | 2027         |                 | \$25,000     |
| COLLIER | 457286-1       | CAPITAL GRANT        | Additions | AVIATION CAPACITY PROJECT      | IMMOKALEE REGIONAL AIRPORT MASTER PLAN UPDATE                        | \$0             | 2027         |                 | \$47,222     |
| COLLIER | 457348-2       | CAPITAL GRANT        | Additions | PURCHASE VEHICLES/EQUIPMENT    | SECTION 5339 RURAL BUS & FACILITIES D1-COLLIER COUNTY BOCC           | \$0             | 2026         |                 | \$208,305    |
| COLLIER | 457409-1       | WILDCARD             | Additions | FEASIBILITY STUDY              | I-75 MANAGED LANES STUDY - COLLIER COUNTY                            | \$0             | 2026         |                 | \$750,000    |
| COLLIER | 457499-1       | CONSTRUCTION         | Additions | TOLL PLAZA                     | ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION LITE | \$0             | 2026         |                 | \$134,000    |
| COLLIER | 457499-1       | CONSTRUCTION SUPPORT | Additions | TOLL PLAZA                     | ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION LITE | \$0             | 2026         |                 | \$20,000     |
| COLLIER | 457499-2       | PRELIMIN ENGINEERING | Additions | ADD LANES & RECONSTRUCT        | ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL | \$0             | 2027         |                 | \$1,500,000  |
| COLLIER | 457499-2       | CONSTRUCTION         | Additions | ADD LANES & RECONSTRUCT        | ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL | \$0             | 2029         |                 | \$8,430,000  |
| COLLIER | 457499-2       | CONSTRUCTION SUPPORT | Additions | ADD LANES & RECONSTRUCT        | ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL | \$0             | 2029         |                 | \$1,225,300  |
| COLLIER | 452209-1       | CONSTRUCTION         | Advances  | BIKE LANE/SIDEWALK             | BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD                    | 2028            | \$1,467,281  | 2027            | \$2,300,000  |
| COLLIER | 405106-2       | CONSTRUCTION         | Defers    | TRAFFIC OPS IMPROVEMENT        | COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING              | 2028            | \$5,181,219  | 2029            | \$3,241,727  |
| COLLIER | 449526-1       | CONSTRUCTION         | Defers    | ITS COMMUNICATION SYSTEM       | ITS FIBER OPTIC AND FPL                                              | 2026            | \$830,337    | 2030            | \$830,337    |
| COLLIER | 449526-1       | CONSTRUCTION SUPPORT | Defers    | ITS COMMUNICATION SYSTEM       | ITS FIBER OPTIC AND FPL                                              | 2026            | \$1,000      | 2030            | \$1,000      |
| COLLIER | 452052-1       | PRELIMIN ENGINEERING | Defers    | BIKE LANE/SIDEWALK             | EVERGLADES CITY PH4 BIKE/PEP IMPROVEMENTS                            | 2028            | \$426,466    | 2030            | \$426,466    |
| COLLIER | 437925-1       | CONSTRUCTION         | Deletions | TRAFFIC SIGNAL UPDATE          | SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS                      | 2026            | \$772,942    |                 | \$0          |
| COLLIER | 437925-1       | CONSTRUCTION SUPPORT | Deletions | TRAFFIC SIGNAL UPDATE          | SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS                      | 2026            | \$10,582     |                 | \$0          |
| COLLIER | 440437-2       | CONSTRUCTION         | Deletions | BIKE LANE/SIDEWALK             | SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41                        | 2026            | \$2,855,749  |                 | \$0          |
| COLLIER | 440437-2       | CONSTRUCTION SUPPORT | Deletions | BIKE LANE/SIDEWALK             | SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41                        | 2026            | \$5,000      |                 | \$0          |
| COLLIER | 440437-2       | CONSTRUCTION SUPPORT | Deletions | BIKE LANE/SIDEWALK             | SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41                        | 2026            | \$120,000    |                 | \$0          |
| COLLIER | 445296-2       | CONSTRUCTION         | Deletions | INTERCHANGE IMPROVEMENT        | I-75 AT PINE RIDGE ROAD                                              | 2026            | \$1,140,451  |                 | \$0          |
| COLLIER | 446360-1       | CAPITAL GRANT        | Deletions | AVIATION REVENUE/OPERATIONAL   | MARCO ISLAND EXED ARPT MAINTENANCE FACILITY                          | 2026            | \$600,000    |                 | \$0          |
| COLLIER | 448130-1       | PE OTHER AGENCY      | Deletions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | 2026            | \$317,402    |                 | \$0          |
| COLLIER | 448130-1       | CONSTRUCTION         | Deletions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | 2028            | \$1,046,045  |                 | \$0          |
| COLLIER | 448130-1       | CONSTRUCTION SUPPORT | Deletions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | 2028            | \$1,000      |                 | \$0          |
| COLLIER | 448130-1       | CONSTRUCTION SUPPORT | Deletions | SIDEWALK                       | GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS                 | 2028            | \$156,907    |                 | \$0          |
| COLLIER | 449397-1       | WILDCARD             | Deletions | FEASIBILITY STUDY              | VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD                 | 2026            | \$430,000    |                 | \$0          |
| COLLIER | 449580-1       | CAPITAL OTHER AGENCY | Deletions | ITS COMMUNICATION SYSTEM       | ATMS RETIMING FOR ARTERIALS                                          | 2026            | \$881,900    |                 | \$0          |
| COLLIER | 451543-1       | PE OTHER AGENCY      | Deletions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | 2026            | \$72,051     |                 | \$0          |
| COLLIER | 451543-1       | CONSTRUCTION         | Deletions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | 2028            | \$184,486    |                 | \$0          |
| COLLIER | 451543-1       | CONSTRUCTION SUPPORT | Deletions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | 2028            | \$1,000      |                 | \$0          |
| COLLIER | 451543-1       | CONSTRUCTION SUPPORT | Deletions | SIDEWALK                       | BAYSHORE CRA SIDEWALK                                                | 2028            | \$27,669     |                 | \$0          |
| COLLIER | 452247-1       | PE OTHER AGENCY      | Deletions | PAVE SHOULDERS                 | IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD                        | 2026            | \$750,000    |                 | \$0          |
| COLLIER | 455935-1       | CONSTRUCTION         | Deletions | BRIDGE REPLACEMENT             | GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116                     | 2029            | \$2,791,206  |                 | \$0          |
| COLLIER | 455935-1       | CONSTRUCTION SUPPORT | Deletions | BRIDGE REPLACEMENT             | GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116                     | 2029            | \$418,682    |                 | \$0          |
| COLLIER | 456828-1       | CAPITAL GRANT        | Deletions | AVIATION SECURITY PROJECT      | NAPLES AIRPORT SECURITY ENHANCEMENTS                                 | 2026            | \$250,000    |                 | \$0          |
| COLLIER | 451274-1       | CONSTRUCTION SUPPORT | Moved in  | PAVEMENT ONLY RESURFACE (FLEX) | SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299                 | 2099            | \$0          | 2029            | \$474,883    |
| COLLIER | 451277-1       | CONSTRUCTION         | Moved in  | PAVEMENT ONLY RESURFACE (FLEX) | SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304          | 2099            | \$0          | 2027            | \$4,745,565  |
| COLLIER | 451277-1       | CONSTRUCTION SUPPORT | Moved in  | PAVEMENT ONLY RESURFACE (FLEX) | SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304          | 2099            | \$0          | 2027            | \$5,145      |
| COLLIER | 451277-1       | CONSTRUCTION SUPPORT | Moved in  | PAVEMENT ONLY RESURFACE (FLEX) | SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304          | 2099            | \$0          | 2027            | \$569,987    |
| COLLIER | 443375-4       | CONSTRUCTION         | Moved Out | SIDEWALK                       | COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES            | 2026            | \$571,675    | 2031            | \$0          |
| COLLIER | 443375-4       | CONSTRUCTION SUPPORT | Moved Out | SIDEWALK                       | COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES            | 2026            | \$1,000      | 2031            | \$0          |
| COLLIER | 446385-1       | CAPITAL GRANT        | Moved Out | AVIATION CAPACITY PROJECT      | NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION            | 2026            | \$515,000    | 2031            | \$0          |

DISTRICT 1



# TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2027 TO FISCAL YEAR 2031



## COLLIER COUNTY SUMMARY REPORT

AS OF **10/9/2025 4:23 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1  
PROJECTS FUNDED JULY 1, 2026 TO JUNE 30, 2031  
VISIT US AT [WWW.FDOT.GOV/WPPH/DISTRICT1](http://WWW.FDOT.GOV/WPPH/DISTRICT1)

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District One

**COLLIER COUNTY****Highways****000151-1 - TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY**

Type of Work: TOLL PLAZA

| Phase                             | Funding Source | 2027               | 2028               | 2029               | 2030               | 2031               |
|-----------------------------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Operations                        | Toll/Turnpike  | \$6,417,247        | \$6,530,277        | \$6,718,651        | \$6,900,479        | \$7,162,064        |
| <b>Total for Project 000151-1</b> |                | <b>\$6,417,247</b> | <b>\$6,530,277</b> | <b>\$6,718,651</b> | <b>\$6,900,479</b> | <b>\$7,162,064</b> |

**412666-1 - COLLIER COUNTY TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

| Phase                             | Funding Source | 2027             | 2028            | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|-----------------|------|------|------|
| Operations                        | State          | \$746,621        | \$52,172        |      |      |      |
| <b>Total for Project 412666-1</b> |                | <b>\$746,621</b> | <b>\$52,172</b> |      |      |      |

**413627-1 - CITY OF NAPLES TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

| Phase                             | Funding Source | 2027             | 2028             | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------------------|------|------|------|
| Operations                        | State          | \$147,520        | \$153,459        |      |      |      |
| <b>Total for Project 413627-1</b> |                | <b>\$147,520</b> | <b>\$153,459</b> |      |      |      |

**417540-5 - SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W**

Type of Work: NEW ROAD CONSTRUCTION

| Phase                             | Funding Source | 2027                | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|---------------------|------|------|------|------|
| Construction                      | State          | \$72,749,035        |      |      |      |      |
| Environmental                     | State          | \$500,000           |      |      |      |      |
| Railroad & Utilities              | State          | \$7,201,588         |      |      |      |      |
| Right of Way                      | State          | \$7,821,000         |      |      |      |      |
| <b>Total for Project 417540-5</b> |                | <b>\$88,271,623</b> |      |      |      |      |

**417540-6 - SR 29 FROM N OF NEW MARKET RD TO SR 82**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027                | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|---------------------|------|------|------|------|
| Construction                      | State          | \$57,778,897        |      |      |      |      |
| Railroad & Utilities              | State          | \$7,264,500         |      |      |      |      |
| <b>Total for Project 417540-6</b> |                | <b>\$65,043,397</b> |      |      |      |      |

**425843-2 - I-75 (SR 93) AT SR 951**

Type of Work: INTERCHANGE IMPROVEMENT

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Design Build                      | State          | \$2,572,500        |      |      |      |      |
| <b>Total for Project 425843-2</b> |                | <b>\$2,572,500</b> |      |      |      |      |

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

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Florida Department of Transportation - District One

**COLLIER COUNTY****Highways****425843-3 - I-75 (SR 93) AT SR 951 (COLLIER BLVD INTERCHANGE)**

Type of Work: LANDSCAPING

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Construction                      | State          | \$1,422,078        |      |      |      |      |
| <b>Total for Project 425843-3</b> |                | <b>\$1,422,078</b> |      |      |      |      |

**435110-2 - OLD US 41 FROM US 41 TO LEE / COLLIER COUNTY LINE**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027 | 2028               | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------|--------------------|------|------|------|
| Preliminary Engineering           | Federal        |      | \$3,001,000        |      |      |      |
| <b>Total for Project 435110-2</b> |                |      | <b>\$3,001,000</b> |      |      |      |

**435389-1 - ALLIGATOR ALLEY FIRE STATION @ MM63**

Type of Work: MISCELLANEOUS STRUCTURE

| Phase                             | Funding Source | 2027               | 2028               | 2029               | 2030               | 2031               |
|-----------------------------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Capital                           | Toll/Turnpike  | \$1,500,000        | \$2,300,000        | \$2,300,000        | \$2,300,000        | \$2,300,000        |
| <b>Total for Project 435389-1</b> |                | <b>\$1,500,000</b> | <b>\$2,300,000</b> | <b>\$2,300,000</b> | <b>\$2,300,000</b> | <b>\$2,300,000</b> |

**437103-1 - COLLIER TMC OPS FUND COUNTY WIDE**

Type of Work: OTHER ITS

| Phase                             | Funding Source | 2027             | 2028             | 2029             | 2030             | 2031             |
|-----------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|
| Operations                        | State          | \$100,500        | \$100,500        | \$100,500        | \$100,500        | \$100,500        |
| <b>Total for Project 437103-1</b> |                | <b>\$100,500</b> | <b>\$100,500</b> | <b>\$100,500</b> | <b>\$100,500</b> | <b>\$100,500</b> |

**437908-1 - SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE**

Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Environmental                     | State          | \$50,000           |      |      |      |      |
| Preliminary Engineering           | State          | \$5,300,000        |      |      |      |      |
| <b>Total for Project 437908-1</b> |                | <b>\$5,350,000</b> |      |      |      |      |

**437925-1 - SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS**

Type of Work: TRAFFIC SIGNAL UPDATE

| Phase                             | Funding Source | 2027             | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|------|------|------|
| Preliminary Engineering           | Federal        | \$772,942        |      |      |      |      |
| <b>Total for Project 437925-1</b> |                | <b>\$772,942</b> |      |      |      |      |



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**COLLIER COUNTY****Highways****440436-1 - ORCHID DRIVE SIDEWALK AND BIKE LANE CONNECTION**

Type of Work: BIKE LANE/SIDEWALK

| Phase                             | Funding Source | 2027 | 2028             | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------|------------------|------|------|------|
| Construction                      | Federal        |      | \$349,407        |      |      |      |
| <b>Total for Project 440436-1</b> |                |      | <b>\$349,407</b> |      |      |      |

**441512-1 - SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR**

Type of Work: RESURFACING

| Phase                             | Funding Source | 2027                | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|---------------------|------|------|------|------|
| Construction                      | Federal        | \$19,795,132        |      |      |      |      |
|                                   | Local          | \$7,718             |      |      |      |      |
|                                   | Toll/Turnpike  | \$2,816,325         |      |      |      |      |
| Railroad & Utilities              | State          | \$1,600,000         |      |      |      |      |
| <b>Total for Project 441512-1</b> |                | <b>\$24,219,175</b> |      |      |      |      |

**443375-3 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030 | 2031             |
|-----------------------------------|----------------|------|------|------|------|------------------|
| Construction                      | Federal        |      |      |      |      | \$992,491        |
| <b>Total for Project 443375-3</b> |                |      |      |      |      | <b>\$992,491</b> |

**443375-4 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030 | 2031               |
|-----------------------------------|----------------|------|------|------|------|--------------------|
| Construction                      | Federal        |      |      |      |      | \$1,615,054        |
| <b>Total for Project 443375-4</b> |                |      |      |      |      | <b>\$1,615,054</b> |

**445296-4 - SR93 AT PINE RIDGE RD INTERCHANGE**

Type of Work: LANDSCAPING

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Construction                      | State          | \$1,660,600        |      |      |      |      |
| <b>Total for Project 445296-4</b> |                | <b>\$1,660,600</b> |      |      |      |      |

**445460-1 - CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112**

Type of Work: BRIDGE REPLACEMENT

| Phase                             | Funding Source | 2027                | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|---------------------|------|------|------|------|
| Construction                      | Federal        | \$9,529,915         |      |      |      |      |
|                                   | Local          | \$3,169,778         |      |      |      |      |
| Railroad & Utilities              | Local          | \$3,000,000         |      |      |      |      |
| <b>Total for Project 445460-1</b> |                | <b>\$15,699,693</b> |      |      |      |      |



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**COLLIER COUNTY****Highways****446251-1 - TRAVEL TIME DATA COLLIER COUNTY ITS**

Type of Work: ITS COMMUNICATION SYSTEM

| Phase                             | Funding Source | 2027             | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|------|------|------|
| Capital                           | Federal        | \$700,000        |      |      |      |      |
| <b>Total for Project 446251-1</b> |                | <b>\$700,000</b> |      |      |      |      |

**446341-1 - GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Construction                      | Local          | \$2,750,000        |      |      |      |      |
|                                   | State          | \$2,750,000        |      |      |      |      |
| <b>Total for Project 446341-1</b> |                | <b>\$5,500,000</b> |      |      |      |      |

**446451-1 - SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)**

Type of Work: INTERSECTION IMPROVEMENT

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Construction                      | Federal        | \$1,868,634        |      |      |      |      |
| Railroad & Utilities              | State          | \$300,000          |      |      |      |      |
| <b>Total for Project 446451-1</b> |                | <b>\$2,168,634</b> |      |      |      |      |

**448069-1 - WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Construction                      | Federal        | \$2,943,553        |      |      |      |      |
| <b>Total for Project 448069-1</b> |                | <b>\$2,943,553</b> |      |      |      |      |

**448130-2 - GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028               | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------|--------------------|------|------|------|
| Construction                      | Federal        |      | \$1,203,952        |      |      |      |
| <b>Total for Project 448130-2</b> |                |      | <b>\$1,203,952</b> |      |      |      |

**449484-1 - LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027             | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|------|------|------|
| Construction                      | Federal        | \$850,496        |      |      |      |      |
| <b>Total for Project 449484-1</b> |                | <b>\$850,496</b> |      |      |      |      |

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**COLLIER COUNTY****Highways****449514-1 - 91ST AVE N SIDEWALK FROM VANDERBILT DR TO US 41**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028 | 2029               | 2030 | 2031 |
|-----------------------------------|----------------|------|------|--------------------|------|------|
| Construction                      | Federal        |      |      | \$1,377,301        |      |      |
| <b>Total for Project 449514-1</b> |                |      |      | <b>\$1,377,301</b> |      |      |

**449526-1 - ITS FIBER OPTIC AND FPL**

Type of Work: ITS COMMUNICATION SYSTEM

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030             | 2031 |
|-----------------------------------|----------------|------|------|------|------------------|------|
| Construction                      | Federal        |      |      |      | \$831,337        |      |
| <b>Total for Project 449526-1</b> |                |      |      |      | <b>\$831,337</b> |      |

**449580-1 - ATMS RETIMING FOR ARTERIALS**

Type of Work: ITS COMMUNICATION SYSTEM

| Phase                             | Funding Source | 2027             | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|------|------|------|
| Preliminary Engineering           | Federal        | \$881,900        |      |      |      |      |
| <b>Total for Project 449580-1</b> |                | <b>\$881,900</b> |      |      |      |      |

**451274-1 - SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

| Phase                             | Funding Source | 2027 | 2028 | 2029               | 2030 | 2031 |
|-----------------------------------|----------------|------|------|--------------------|------|------|
| Construction                      | State          |      |      | \$3,935,887        |      |      |
| <b>Total for Project 451274-1</b> |                |      |      | <b>\$3,935,887</b> |      |      |

**451276-1 - SR 29 FROM S OF I-75 TO N OF BRIDGE NO 030298**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Construction                      | State          | \$5,253,192        |      |      |      |      |
| <b>Total for Project 451276-1</b> |                | <b>\$5,253,192</b> |      |      |      |      |

**451277-1 - SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| Construction                      | State          | \$5,320,697        |      |      |      |      |
| <b>Total for Project 451277-1</b> |                | <b>\$5,320,697</b> |      |      |      |      |

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**COLLIER COUNTY****Highways****451278-1 - SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD**

Type of Work: RESURFACING

| Phase                             | Funding Source | 2027 | 2028 | 2029                | 2030 | 2031 |
|-----------------------------------|----------------|------|------|---------------------|------|------|
| Construction                      | Federal        |      |      | \$12,546,740        |      |      |
| <b>Total for Project 451278-1</b> |                |      |      | <b>\$12,546,740</b> |      |      |

**451542-1 - IMMOKALEE SIDEWALKS**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028             | 2029 | 2030             | 2031 |
|-----------------------------------|----------------|------|------------------|------|------------------|------|
| Construction                      | Federal        |      |                  |      | \$899,000        |      |
| Preliminary Engineering           | Federal        |      | \$182,000        |      |                  |      |
| <b>Total for Project 451542-1</b> |                |      | <b>\$182,000</b> |      | <b>\$899,000</b> |      |

**452052-1 - EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS**

Type of Work: BIKE LANE/SIDEWALK

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030             | 2031 |
|-----------------------------------|----------------|------|------|------|------------------|------|
| Preliminary Engineering           | Federal        |      |      |      | \$426,466        |      |
| <b>Total for Project 452052-1</b> |                |      |      |      | <b>\$426,466</b> |      |

**452064-1 - MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028             | 2029 | 2030             | 2031 |
|-----------------------------------|----------------|------|------------------|------|------------------|------|
| Construction                      | Federal        |      |                  |      | \$926,000        |      |
| Preliminary Engineering           | Federal        |      | \$156,000        |      |                  |      |
| <b>Total for Project 452064-1</b> |                |      | <b>\$156,000</b> |      | <b>\$926,000</b> |      |

**452065-1 - GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028            | 2029 | 2030             | 2031 |
|-----------------------------------|----------------|------|-----------------|------|------------------|------|
| Construction                      | Federal        |      |                 |      | \$274,428        |      |
| Preliminary Engineering           | Federal        |      | \$36,672        |      |                  |      |
| <b>Total for Project 452065-1</b> |                |      | <b>\$36,672</b> |      | <b>\$274,428</b> |      |

**452207-1 - VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO US 41**

Type of Work: BIKE PATH/TRAIL

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030             | 2031 |
|-----------------------------------|----------------|------|------|------|------------------|------|
| Preliminary Engineering           | Federal        |      |      |      | \$101,000        |      |
| <b>Total for Project 452207-1</b> |                |      |      |      | <b>\$101,000</b> |      |

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**COLLIER COUNTY****Highways****452208-1 - 106TH AVE N FROM VANDERBILT DR TO US 41**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030            | 2031 |
|-----------------------------------|----------------|------|------|------|-----------------|------|
| Preliminary Engineering           | Federal        |      |      |      | \$73,000        |      |
| <b>Total for Project 452208-1</b> |                |      |      |      | <b>\$73,000</b> |      |

**452209-1 - BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD**

Type of Work: BIKE LANE/SIDEWALK

| Phase                             | Funding Source | 2027        | 2028 | 2029 | 2030               | 2031 |
|-----------------------------------|----------------|-------------|------|------|--------------------|------|
| Construction                      | Federal        | \$2,300,000 |      |      |                    |      |
| <b>Total for Project 452209-1</b> |                |             |      |      | <b>\$2,300,000</b> |      |

**452210-1 - 109TH AVE N FROM VANDERBILT DR TO US 41**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030            | 2031 |
|-----------------------------------|----------------|------|------|------|-----------------|------|
| Preliminary Engineering           | Federal        |      |      |      | \$73,000        |      |
| <b>Total for Project 452210-1</b> |                |      |      |      | <b>\$73,000</b> |      |

**452211-1 - 108TH AVE N FROM VANDERBILT DR TO US 41**

Type of Work: SIDEWALK

| Phase                             | Funding Source | 2027 | 2028    | 2029 | 2030            | 2031 |
|-----------------------------------|----------------|------|---------|------|-----------------|------|
| Preliminary Engineering           | Federal        |      | \$1,000 |      | \$72,000        |      |
| <b>Total for Project 452211-1</b> |                |      |         |      | <b>\$72,000</b> |      |

**452247-1 - IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD**

Type of Work: PAVE SHOULDERS

| Phase                             | Funding Source | 2027 | 2028         | 2029 | 2030                | 2031 |
|-----------------------------------|----------------|------|--------------|------|---------------------|------|
| Construction                      | Local          |      | \$10,284,458 |      |                     |      |
|                                   | State          |      | \$10,213,542 |      |                     |      |
| <b>Total for Project 452247-1</b> |                |      |              |      | <b>\$20,498,000</b> |      |

**452544-3 - I-75 FROM IMMOKALEE TO BONITA BEACH**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027        | 2028          | 2029 | 2030               | 2031                 |
|-----------------------------------|----------------|-------------|---------------|------|--------------------|----------------------|
| Design Build                      | State          | \$3,186,000 | \$102,517,621 |      |                    |                      |
| Preliminary Engineering           | State          | \$584,748   | \$1,810,930   |      |                    |                      |
| Railroad & Utilities              | State          |             | \$2,000,000   |      |                    |                      |
| <b>Total for Project 452544-3</b> |                |             |               |      | <b>\$3,770,748</b> | <b>\$106,328,551</b> |

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**COLLIER COUNTY****Highways****452544-4 - IMMOKALEE INTERCHANGE**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027               | 2028                | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|---------------------|------|------|------|
| Design Build                      | State          | \$1,593,000        | \$49,397,528        |      |      |      |
| Preliminary Engineering           | State          |                    | \$2,338,449         |      |      |      |
| Railroad & Utilities              | Local          |                    | \$2,000,000         |      |      |      |
|                                   | State          |                    | \$2,000,000         |      |      |      |
| <b>Total for Project 452544-4</b> |                | <b>\$1,593,000</b> | <b>\$55,735,977</b> |      |      |      |

**452544-5 - I-75 FROM IMMOKALEE TO PINE RIDGE**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030                | 2031                 |
|-----------------------------------|----------------|------|------|------|---------------------|----------------------|
| Design Build                      | State          |      |      |      | \$13,320,000        | \$147,376,522        |
| Preliminary Engineering           | State          |      |      |      | \$923,868           | \$6,284,588          |
| Railroad & Utilities              | State          |      |      |      |                     | \$2,000,000          |
| <b>Total for Project 452544-5</b> |                |      |      |      | <b>\$14,243,868</b> | <b>\$155,661,110</b> |

**452544-6 - I-75 FROM PINE RIDGE TO GOLDEN GATE**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030 | 2031                |
|-----------------------------------|----------------|------|------|------|------|---------------------|
| Design Build                      | State          |      |      |      |      | \$18,960,632        |
| <b>Total for Project 452544-6</b> |                |      |      |      |      | <b>\$18,960,632</b> |

**453415-1 - US 41 FROM 3RD AVE TO SR 84 INTERSECTION/MOBILITY IMPROVEMENTS PD&E**

Type of Work: PD&amp;E/EMO STUDY

| Phase                             | Funding Source | 2027               | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|------|------|------|
| PD & E                            | Federal        | \$1,188,222        |      |      |      |      |
| <b>Total for Project 453415-1</b> |                | <b>\$1,188,222</b> |      |      |      |      |

**453421-1 - 47TH AVE NE BRIDGE FROM EVERGLADES BLVD TO 20TH ST NE**

Type of Work: NEW BRIDGE CONSTRUCTION

| Phase                             | Funding Source | 2027 | 2028 | 2029               | 2030 | 2031 |
|-----------------------------------|----------------|------|------|--------------------|------|------|
| Construction                      | Federal        |      |      | \$4,810,000        |      |      |
| <b>Total for Project 453421-1</b> |                |      |      | <b>\$4,810,000</b> |      |      |

**455927-1 - HARBOR DR & MOORING LINE DR BETWEEN US41 & CRAYTON RD**

Type of Work: TRAFFIC SIGNAL UPDATE

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030               | 2031 |
|-----------------------------------|----------------|------|------|------|--------------------|------|
| Construction                      | Federal        |      |      |      | \$1,998,153        |      |
| <b>Total for Project 455927-1</b> |                |      |      |      | <b>\$1,998,153</b> |      |



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**COLLIER COUNTY****Highways****455935-1 - GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116**

Type of Work: BRIDGE REPLACEMENT

| Phase                             | Funding Source | 2027               | 2028 | 2029               | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|--------------------|------|------|
| Construction                      | Federal        |                    |      | \$3,087,997        |      |      |
|                                   | Local          |                    |      | \$4,977,378        |      |      |
| Preliminary Engineering           | Federal        | \$25,000           |      |                    |      |      |
|                                   | Local          | \$1,106,783        |      |                    |      |      |
| <b>Total for Project 455935-1</b> |                | <b>\$1,131,783</b> |      | <b>\$8,065,375</b> |      |      |

**456234-1 - SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY**

Type of Work: RESURFACING

| Phase                             | Funding Source | 2027               | 2028 | 2029                | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|---------------------|------|------|
| Construction                      | Federal        |                    |      | \$11,410,557        |      |      |
| Preliminary Engineering           | Federal        | \$1,010,000        |      |                     |      |      |
| <b>Total for Project 456234-1</b> |                | <b>\$1,010,000</b> |      | <b>\$11,410,557</b> |      |      |

**456236-1 - SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)**

Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

| Phase                             | Funding Source | 2027             | 2028 | 2029               | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|--------------------|------|------|
| Construction                      | State          |                  |      | \$3,925,120        |      |      |
| Preliminary Engineering           | State          | \$100,000        |      |                    |      |      |
| <b>Total for Project 456236-1</b> |                | <b>\$100,000</b> |      | <b>\$3,925,120</b> |      |      |

**456577-1 - SR 29 AT OIL WELL ROAD**

Type of Work: LIGHTING

| Phase                             | Funding Source | 2027             | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|------|------|------|
| Construction                      | Federal        | \$608,838        |      |      |      |      |
| <b>Total for Project 456577-1</b> |                | <b>\$608,838</b> |      |      |      |      |

**457255-1 - I-75 FROM CR951 TO GOLDEN GATE PARKWAY**

Type of Work: SAFETY PROJECT

| Phase                             | Funding Source | 2027 | 2028               | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------|--------------------|------|------|------|
| Construction                      | Federal        |      | \$4,116,649        |      |      |      |
| Preliminary Engineering           | Federal        |      | \$10,000           |      |      |      |
| <b>Total for Project 457255-1</b> |                |      | <b>\$4,126,649</b> |      |      |      |

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**COLLIER COUNTY****Highways****457256-1 - I-75 FROM WEST TOLL BOOTH PLAZA TO CR951**

Type of Work: SAFETY PROJECT

| Phase                             | Funding Source | 2027 | 2028               | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------|--------------------|------|------|------|
| Construction                      | Federal        |      | \$473,382          |      |      |      |
|                                   | State          |      | \$2,760,111        |      |      |      |
| Preliminary Engineering           | State          |      | \$10,000           |      |      |      |
| <b>Total for Project 457256-1</b> |                |      | <b>\$3,243,493</b> |      |      |      |

**457499-2 - ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027               | 2028 | 2029               | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|--------------------|------|------|
| Construction                      | Toll/Turnpike  |                    |      | \$9,655,300        |      |      |
| Preliminary Engineering           | Toll/Turnpike  | \$1,500,000        |      |                    |      |      |
| <b>Total for Project 457499-2</b> |                | <b>\$1,500,000</b> |      | <b>\$9,655,300</b> |      |      |

**457536-1 - PINE RIDGE ROAD FROM LOGAN BLVD TO COLLIER BLVD**

Type of Work: ADD LANES &amp; RECONSTRUCT

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030 | 2031               |
|-----------------------------------|----------------|------|------|------|------|--------------------|
| Preliminary Engineering           | Local          |      |      |      |      | \$2,900,000        |
|                                   | State          |      |      |      |      | \$2,900,000        |
| <b>Total for Project 457536-1</b> |                |      |      |      |      | <b>\$5,800,000</b> |

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COLLIER COUNTY

Maintenance

412574-1 - COLLIER COUNTY HIGHWAY LIGHTING

Type of Work: ROUTINE MAINTENANCE

| Phase                               | Funding Source | 2027      | 2028 | 2029 | 2030 | 2031 |
|-------------------------------------|----------------|-----------|------|------|------|------|
| Bridge/Roadway/Contract Maintenance | State          | \$562,865 |      |      |      |      |
| Total for Project 412574-1          |                | \$562,865 |      |      |      |      |

412918-2 - COLLIER COUNTY ASSET MAINTENANCE

Type of Work: ROUTINE MAINTENANCE

| Phase                               | Funding Source | 2027        | 2028        | 2029        | 2030        | 2031        |
|-------------------------------------|----------------|-------------|-------------|-------------|-------------|-------------|
| Bridge/Roadway/Contract Maintenance | State          | \$2,419,593 | \$2,219,593 | \$2,219,593 | \$2,219,593 | \$2,219,593 |
| Total for Project 412918-2          |                | \$2,419,593 | \$2,219,593 | \$2,219,593 | \$2,219,593 | \$2,219,593 |

413537-1 - NAPLES HIGHWAY LIGHTING DDR FUNDING

Type of Work: ROUTINE MAINTENANCE

| Phase                               | Funding Source | 2027      | 2028 | 2029 | 2030 | 2031 |
|-------------------------------------|----------------|-----------|------|------|------|------|
| Bridge/Roadway/Contract Maintenance | State          | \$212,956 |      |      |      |      |
| Total for Project 413537-1          |                | \$212,956 |      |      |      |      |

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**COLLIER COUNTY** **Miscellaneous**

**448265-1 - PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN**

Type of Work: BIKE LANE/SIDEWALK

| Phase                             | Funding Source | 2027 | 2028               | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------|--------------------|------|------|------|
| Construction                      | Federal        |      | \$1,815,467        |      |      |      |
| <b>Total for Project 448265-1</b> |                |      | <b>\$1,815,467</b> |      |      |      |

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Florida Department of Transportation - District One

**COLLIER COUNTY****Modal Development: Aviation****446353-1 - NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS**

Type of Work: AVIATION REVENUE/OPERATIONAL

| Phase                             | Funding Source | 2027               | 2028               | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|--------------------|------|------|------|
| Administration                    | State          | \$2,500,000        | \$2,500,000        |      |      |      |
| <b>Total for Project 446353-1</b> |                | <b>\$2,500,000</b> | <b>\$2,500,000</b> |      |      |      |

**446385-1 - NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION**

Type of Work: AVIATION CAPACITY PROJECT

| Phase                             | Funding Source | 2027 | 2028 | 2029 | 2030 | 2031                |
|-----------------------------------|----------------|------|------|------|------|---------------------|
| Capital                           | Federal        |      |      |      |      | \$9,270,000         |
|                                   | Local          |      |      |      |      | \$515,000           |
|                                   | State          |      |      |      |      | \$515,000           |
| <b>Total for Project 446385-1</b> |                |      |      |      |      | <b>\$10,300,000</b> |

**455456-1 - MARCO ISLAND EXECUTIVE AIRPORT MASTER PLAN**

Type of Work: AVIATION CAPACITY PROJECT

| Phase                             | Funding Source | 2027             | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|------|------|------|
| Capital                           | Federal        | \$450,000        |      |      |      |      |
|                                   | Local          | \$25,000         |      |      |      |      |
|                                   | State          | \$25,000         |      |      |      |      |
| <b>Total for Project 455456-1</b> |                | <b>\$500,000</b> |      |      |      |      |

**457271-1 - NAPLES AIRPORT REHABILITATE RUNWAY 5-23**

Type of Work: AVIATION PRESERVATION PROJECT

| Phase                             | Funding Source | 2027               | 2028 | 2029                | 2030 | 2031 |
|-----------------------------------|----------------|--------------------|------|---------------------|------|------|
| Capital                           | Federal        | \$900,000          |      | \$11,250,000        |      |      |
|                                   | Local          | \$50,000           |      | \$625,000           |      |      |
|                                   | State          | \$50,000           |      | \$625,000           |      |      |
| <b>Total for Project 457271-1</b> |                | <b>\$1,000,000</b> |      | <b>\$12,500,000</b> |      |      |

**457273-1 - NAPLES AIRPORT TAXIWAY E.G.H REHABILITATION**

Type of Work: AVIATION PRESERVATION PROJECT

| Phase                             | Funding Source | 2027             | 2028 | 2029 | 2030 | 2031 |
|-----------------------------------|----------------|------------------|------|------|------|------|
| Capital                           | Federal        | \$450,000        |      |      |      |      |
|                                   | Local          | \$25,000         |      |      |      |      |
|                                   | State          | \$25,000         |      |      |      |      |
| <b>Total for Project 457273-1</b> |                | <b>\$500,000</b> |      |      |      |      |



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

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Florida Department of Transportation - District One

COLLIER COUNTY Modal Development: Aviation

457286-1 - IMMOKALEE REGIONAL AIRPORT MASTER PLAN UPDATE

Type of Work: AVIATION CAPACITY PROJECT

| Phase                      | Funding Source | 2027      | 2028 | 2029 | 2030 | 2031 |
|----------------------------|----------------|-----------|------|------|------|------|
| Capital                    | Federal        | \$850,000 |      |      |      |      |
|                            | Local          | \$47,222  |      |      |      |      |
|                            | State          | \$47,222  |      |      |      |      |
| Total for Project 457286-1 |                | \$944,444 |      |      |      |      |

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

**COLLIER COUNTY** **Modal Development: Intermodal**

**446358-1 - IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION**  
Type of Work: AVIATION CAPACITY PROJECT

| Phase                      | Funding Source | 2027 | 2028 | 2029      | 2030        | 2031 |
|----------------------------|----------------|------|------|-----------|-------------|------|
| Capital                    | Local          |      |      | \$174,000 |             |      |
|                            | State          |      |      | \$696,000 | \$3,000,000 |      |
| Total for Project 446358-1 |                |      |      | \$870,000 | \$3,000,000 |      |

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

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Florida Department of Transportation - District One

**COLLIER COUNTY****Modal Development: Transit****410120-2 - COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE**

Type of Work: OPERATING/ADMIN. ASSISTANCE

| Phase                             | Funding Source | 2027               | 2028               | 2029 | 2030               | 2031             |
|-----------------------------------|----------------|--------------------|--------------------|------|--------------------|------------------|
| Operations                        | Federal        | \$657,432          | \$934,525          |      | \$784,255          | \$67,268         |
|                                   | Local          | \$1,061,957        | \$530,000          |      | \$784,255          | \$67,268         |
| <b>Total for Project 410120-2</b> |                | <b>\$1,719,389</b> | <b>\$1,464,525</b> |      | <b>\$1,568,510</b> | <b>\$134,536</b> |

**410139-1 - COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE**

Type of Work: OPERATING FOR FIXED ROUTE

| Phase                             | Funding Source | 2027               | 2028               | 2029               | 2030               | 2031               |
|-----------------------------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Operations                        | Local          | \$1,323,591        | \$1,363,298        | \$1,404,197        | \$1,446,323        | \$1,489,713        |
|                                   | State          | \$1,323,591        | \$1,363,298        | \$1,404,197        | \$1,446,323        | \$1,489,713        |
| <b>Total for Project 410139-1</b> |                | <b>\$2,647,182</b> | <b>\$2,726,596</b> | <b>\$2,808,394</b> | <b>\$2,892,646</b> | <b>\$2,979,426</b> |

**410146-1 - COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION 5307 CAPITAL ASSISTANCE**

Type of Work: CAPITAL FOR FIXED ROUTE

| Phase                             | Funding Source | 2027               | 2028               | 2029               | 2030               | 2031                |
|-----------------------------------|----------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Capital                           | Federal        | \$4,741,514        | \$6,590,514        | \$6,595,220        | \$6,794,680        | \$8,940,115         |
|                                   | Local          | \$1,185,379        | \$1,647,629        | \$1,648,805        | \$1,698,670        | \$2,235,029         |
| <b>Total for Project 410146-1</b> |                | <b>\$5,926,893</b> | <b>\$8,238,143</b> | <b>\$8,244,025</b> | <b>\$8,493,350</b> | <b>\$11,175,144</b> |

**410146-2 - COLLIER COUNTY/BONITA SPRINGS UZA/FTA SECTION 5307 OPERATING ASSIST**

Type of Work: OPERATING FOR FIXED ROUTE

| Phase                             | Funding Source | 2027             | 2028               | 2029               | 2030               | 2031               |
|-----------------------------------|----------------|------------------|--------------------|--------------------|--------------------|--------------------|
| Operations                        | Federal        | \$75,490         | \$1,183,080        | \$1,316,836        | \$3,578,470        | \$2,239,990        |
|                                   | Local          | \$75,490         | \$1,183,080        | \$1,316,836        | \$3,578,470        | \$2,239,990        |
| <b>Total for Project 410146-2</b> |                | <b>\$150,980</b> | <b>\$2,366,160</b> | <b>\$2,633,672</b> | <b>\$7,156,940</b> | <b>\$4,479,980</b> |

**434030-1 - COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE**

Type of Work: CAPITAL FOR FIXED ROUTE

| Phase                             | Funding Source | 2027             | 2028             | 2029             | 2030               | 2031               |
|-----------------------------------|----------------|------------------|------------------|------------------|--------------------|--------------------|
| Capital                           | Federal        | \$592,009        | \$708,668        | \$728,797        | \$955,234          | \$1,009,957        |
|                                   | Local          | \$148,002        | \$177,167        | \$182,199        | \$238,809          | \$252,489          |
| <b>Total for Project 434030-1</b> |                | <b>\$740,011</b> | <b>\$885,835</b> | <b>\$910,996</b> | <b>\$1,194,043</b> | <b>\$1,262,446</b> |

**Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025**

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

**COLLIER COUNTY** **Modal Development: Transit**

**452749-1 - COLLIER AREA TRANSIT OPERATING ASSISTANCE CORRIDOR US 41**

Type of Work: URBAN CORRIDOR IMPROVEMENTS

| Phase                      | Funding Source | 2027      | 2028      | 2029      | 2030      | 2031 |
|----------------------------|----------------|-----------|-----------|-----------|-----------|------|
| Operations                 | Local          | \$491,530 | \$491,530 | \$491,530 | \$491,530 |      |
|                            | State          | \$491,530 | \$491,530 | \$491,530 | \$491,530 |      |
| Total for Project 452749-1 |                | \$983,060 | \$983,060 | \$983,060 | \$983,060 |      |

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 9, 2025

July 1, 2026 through June 30, 2031  
Florida Department of Transportation - District One

COLLIER COUNTY

Transportation Planning

439314-6 - COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP  
Type of Work: TRANSPORTATION PLANNING

| Phase                      | Funding Source | 2027        | 2028        | 2029 | 2030 | 2031 |
|----------------------------|----------------|-------------|-------------|------|------|------|
| Planning                   | Federal        | \$1,241,935 | \$1,241,935 |      |      |      |
| Total for Project 439314-6 |                | \$1,241,935 | \$1,241,935 |      |      |      |

439314-7 - COLLIER COUNTY MPO FY 2028/2029-2029/2030 UPWP  
Type of Work: TRANSPORTATION PLANNING

| Phase                      | Funding Source | 2027 | 2028 | 2029        | 2030        | 2031 |
|----------------------------|----------------|------|------|-------------|-------------|------|
| Planning                   | Federal        |      |      | \$1,341,935 | \$1,341,935 |      |
| Total for Project 439314-7 |                |      |      | \$1,341,935 | \$1,341,935 |      |

439314-8 - COLLIER COUNTY MPO FY 2030/2031-2031/2032 UPWP  
Type of Work: TRANSPORTATION PLANNING

| Phase                      | Funding Source | 2027 | 2028 | 2029 | 2030 | 2031      |
|----------------------------|----------------|------|------|------|------|-----------|
| Planning                   | Federal        |      |      |      |      | \$891,935 |
| Total for Project 439314-8 |                |      |      |      |      | \$891,935 |



## **Public Hearing for Future Transportation Projects**

### *FDOT District 1 Proposes Five-Year Work Program*

The Florida Department of Transportation (FDOT), District One, has scheduled a Public Hearing to present the Draft Tentative Five-Year Work Program. The Draft Tentative Work Program lists transportation system improvements scheduled for fiscal years 2026/27 through 2030/31. There are three ways to participate in the hearing.

1. In-person Meeting: FDOT District One will conduct a in-person meeting at its Bartow office (801 N. Broadway Avenue) starting 11 a.m. on Friday, October 24, 2025, and at the same time in its Fort Myers office (10041 Daniels Parkway).
2. Public Hearing: FDOT representatives will be available Monday, October 20, 2025, through Friday October 24, 2025 at the District Offices (by appointment) to review project materials with members of the public. Call the Bartow office (801 N. Broadway Avenue) at 863-519-2907 or the Fort Myers office (10041 Daniels Parkway) at 239-225-1900 to schedule an appointment.
3. Self-guided online (ePublic Hearing): both [SWFLRoads.com](https://www.SWFLRoads.com) and [fdot.gov/wp/h/district1](https://fdot.gov/wp/h/district1) webpages can be accessed from a computer, tablet or mobile device with Internet service. The ePublic Hearing will be open and available from Monday, October 20, 2025, through Friday October 24, 2025.

FDOT will accept comments from all interested parties if received by Friday, October 24, 2025, COB. Mail comments to James Driggers, Jr, P.E., District Secretary, FDOT, 10041 Daniels Parkway, Fort Myers, FL 33913, attention H. Wayne Gaither, Southwest Area Office Director, or email comments to [wayne.gaither@dot.state.fl.us](mailto:wayne.gaither@dot.state.fl.us).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act (ADA), or persons who require translation services (free of charge) should contact Cynthia Sykes, FDOT District One Title VI Coordinator at (863) 519-2287 or [Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us) at least seven (7) days prior to the Public Hearing. Persons wishing to express concerns relative to FDOT compliance with Title VI are encouraged to reach out to Cynthia Sykes, FDOT District One Title VI coordinator, at the same phone number or email address. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

**EXECUTIVE SUMMARY**  
**DISTRIBUTION**  
**ITEM 10A**

**Final Approved Bicycle and Pedestrian Master Plan**

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**OBJECTIVE:** For the Committee to receive a copy of the Final Approved Bicycle and Pedestrian Master Plan.

**CONSIDERATIONS:** The MPO Board voted unanimously to approve the BPMP on 10/10/25. The Final BPMP Plan can be viewed on the [MPO website](#).

**STAFF RECOMMENDATION:** That Committee members receive a copy of the approved BPMP.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

**ATTACHMENTS:**

1. BPMP approved on 10/10/25
2. BPMP Appendix A: Documented Public Comments During Plan Development
3. BPMP Appendix B: Summary of Public Survey Results
4. BPMP Appendix C: Eligible Local Streets from the 2019 Bicycle-Pedestrian Master Plan
5. BPMP Appendix D: Additional Network Maps
6. BPMP Appendix E: Project Scoring Matrix Example



**2025**



**COLLIER MPO  
BICYCLE PEDESTRIAN  
MASTER PLAN**

Approved 10/10/25





## ACKNOWLEDGEMENTS

### COLLIER METROPOLITAN PLANNING ORGANIZATION

Commissioner Dan Kowal – Chair (District 4)

Council Member Tony Pernas – Vice Chair, City of Everglades City

Commissioner Burt Saunders – District 3

Commissioner Chris Hall – District 2

Commissioner Rick LoCastro – District 1

Commissioner William L. McDaniel, Jr. – District 5

Council Member Linda Penniman – City of Naples

Council Member Berne Barton – City of Naples

Council Member Bonita Schwan – City of Marco Island

### MPO Project Staff

Anne McLaughlin, Executive Director

Sean Kingston, Principal Planner

### CONSULTANT

#### Capital Consulting Solutions, LLC

Adam Ahmad, PE, AICP, GC – Principal Project Manager

Anthony Arfuso, EI – Project Manager

Victor Nguyen – Project Manager



## **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

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Michelle Sproviero – Vice Chair

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Dayna Fendrick

Robert Phelan

Robert Vigorito

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Patty Huff

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Mark Komaneky

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Don Scott – Vice Chair, Lee County MPO Director

Bert Miller – Planning Manager, Collier County GMD

Katherine Eastley – Collier County Transportation Planning

Omar De Leon – Collier County PTNE





Daniel James Smith – Director of Community Affairs, City of Marco Island

Justin Martin – Director, City of Marco Island Public Works

Dave Rivera – City of Naples Traffic Operations

John Lambcke – Transportation Director, Collier County School Board

Bryant Garrett – Executive Manager – Airport Operations, Collier County Airport Authority

Ute Vandersluis – Naples Airport Authority

#### **CITIZENS ADVISORY COMMITTEE (CAC)**

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Fred Sasser – Vice Chair, City of Naples

Neal Gelfand – District II

Michelle Arnold – At-Large

Dennis DiDonna – At-Large

Becky Irwin – District I

Josh Rincon – Representative for Minorities

Misty Phillips – Representative for Persons with Disabilities

Harry Henkel – Everglades City

Kevin Dohm – City of Marco Island





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## EXECUTIVE SUMMARY

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

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

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

## INTRODUCTION

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

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

Through nearly two years of planning, collaboration, and public engagement, this updated Master Plan serves as a comprehensive guide for future improvements. It reflects the collective vision of local stakeholders, state and tribal partners, the Bicycle-Pedestrian Advisory Committee, and the broader





community. With a focus on inclusivity and sustainability, the 2025 Bicycle-Pedestrian Master Plan will help Collier County achieve its goal of a safer, more accessible, and interconnected transportation network for generations to come.

## PURPOSE

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

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

## VISION

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

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



## GOALS AND STRATEGIES

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

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



## PLAN DEVELOPMENT

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

## MAJOR COMPONENTS OF THE PLAN

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

- **Existing Conditions:** Building on the foundation of the previous plan, this section provides a benchmark for inventing existing facilities. GIS software was used to expand and update the database, offering a solid starting point for identifying needs and priorities.
- **Public Input:** Public engagement is vital to the plan's development. This section summarizes feedback gathered through surveys, workshops, and stakeholder meetings, ensuring the plan reflects the needs and priorities of residents, local organizations, and interest groups. Expanding on the 2019 plan, which mapped public comments, this plan includes an interactive map that allows the public to actively highlight priorities.
- **Vision, Goals, Objectives & Strategies:** Developed with input from advisory committees and public outreach, this section outlines the vision, goals, objectives, and strategies that shape the plan. It serves as a roadmap for the plan's development.



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



## SECTION 1- EXISTING CONDITIONS

### Demographics

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

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

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



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

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

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

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

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

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

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

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

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

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





According to the U.S. Census Bureau’s 2023 American Community Survey (ACS) 5-Year Estimates<sup>9</sup>, approximately 33.0% of Collier County’s population is age 65 or older, representing a notable increase from 30.0% in 2016. This proportion is significantly higher than the statewide average of approximately 21.0% for the same period. The continued growth of the senior population has important implications for transportation planning, particularly in the provision of non-driving options such as public transit, walking, and bicycling.

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

### **Bicycle and Pedestrian Infrastructure**

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

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

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

<sup>10</sup> University of Florida, Bureau of Economic and Business Research. *Projections of Florida Population by County, 2025–2050, with Estimates for 2023*. Bulletin 198, January 2024. Available at: [https://bebr.ufl.edu/wp-content/uploads/2024/01/projections\\_2024.pdf](https://bebr.ufl.edu/wp-content/uploads/2024/01/projections_2024.pdf)



**Table 2: Existing Facilities Inventory by Centerline Miles**

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

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

**Table 3: Programmed Facilities Inventory by Centerline Miles**

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

The current bicycle and pedestrian network in the Collier MPO area is well-connected in the cities of Naples and Marco Island. Planned and programmed facilities in Immokalee and Everglades City will substantially improve their networks and enhance connectivity. Rural and less developed areas still



experience connectivity gaps. Strengthening these connections is essential to creating a safer, more accessible network for all users. The existing facilities inventory shows that one of the challenges is retrofitting existing arterials that only have connector sidewalks to serve as bicycle facilities. Existing facilities include sidewalks, bike lanes, shared use paths (SUPs), and greenways that support non-motorized transportation.

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

Improving the sidewalk and pathway network is key to supporting pedestrian mobility and safety. Efforts include constructing new infrastructure in high-demand areas and ensuring seamless integration with existing facilities. FDOT and Collier County have placed greater emphasis on providing shared use paths adjacent to arterial roads in recent years. Strategies for reducing conflicts include designing dedicated, physically separated bike lanes where there is right of way (ROW) to accommodate, shared uses paths, and paved shoulders. Dedicated bike lanes provide an alternative location for micromobility uses that can ease pressure on sidewalks, especially along road segments that receive heavy pedestrian use. Retrofitting existing roadways with paved shoulders is another critical strategy, offering additional infrastructure options for riders by converting these shoulders into dedicated bike lanes. These improved safer strategies align with Collier County's broader planning objectives to establish a more inclusive, multimodal transportation system that meets the needs of all users.

### **Other Bicycle and Pedestrian Plans**

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

#### Naples

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



### Marco Island

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

### Everglades City:

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

### County Initiatives:

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

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

### **Walkability Studies**

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

For example, the Bayshore and Naples Manor studies (conducted in 2010) highlighted issues such as gaps in sidewalks and unsafe pedestrian crossings. Similarly, the Immokalee and Golden Gate City studies



emphasized areas where pedestrians face challenges in terms of connectivity and safety. These recommendations have been added to the MPO's priority list for future infrastructure improvements.

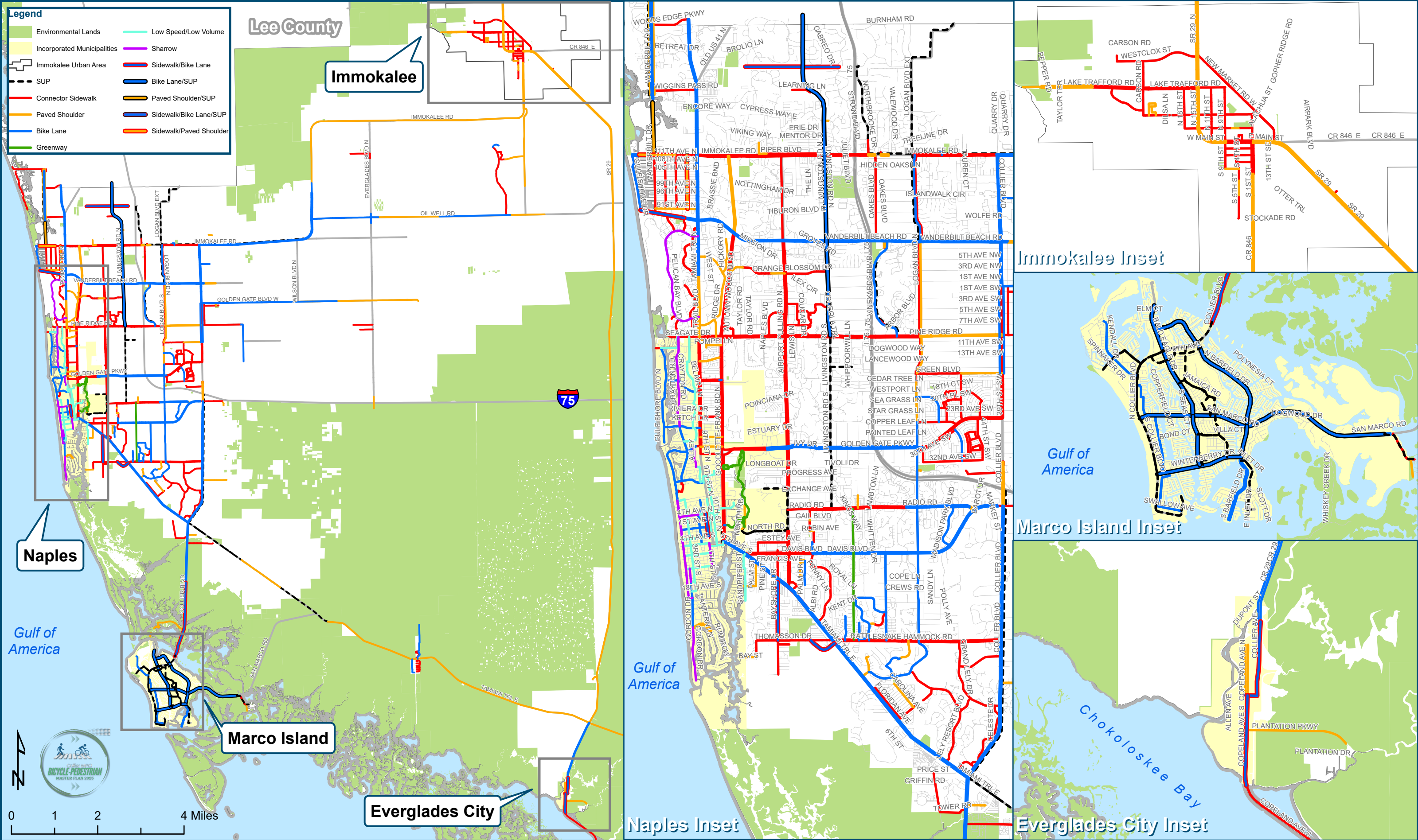
Additionally, the Collier MPO has been actively addressing pedestrian and cyclist safety needs through various studies, including the Golden Gate City Walkability Study, which was last completed in 2019.

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



# Exhibit 1: Existing Facilities Inventory

# Bicycle & Pedestrian Master Plan





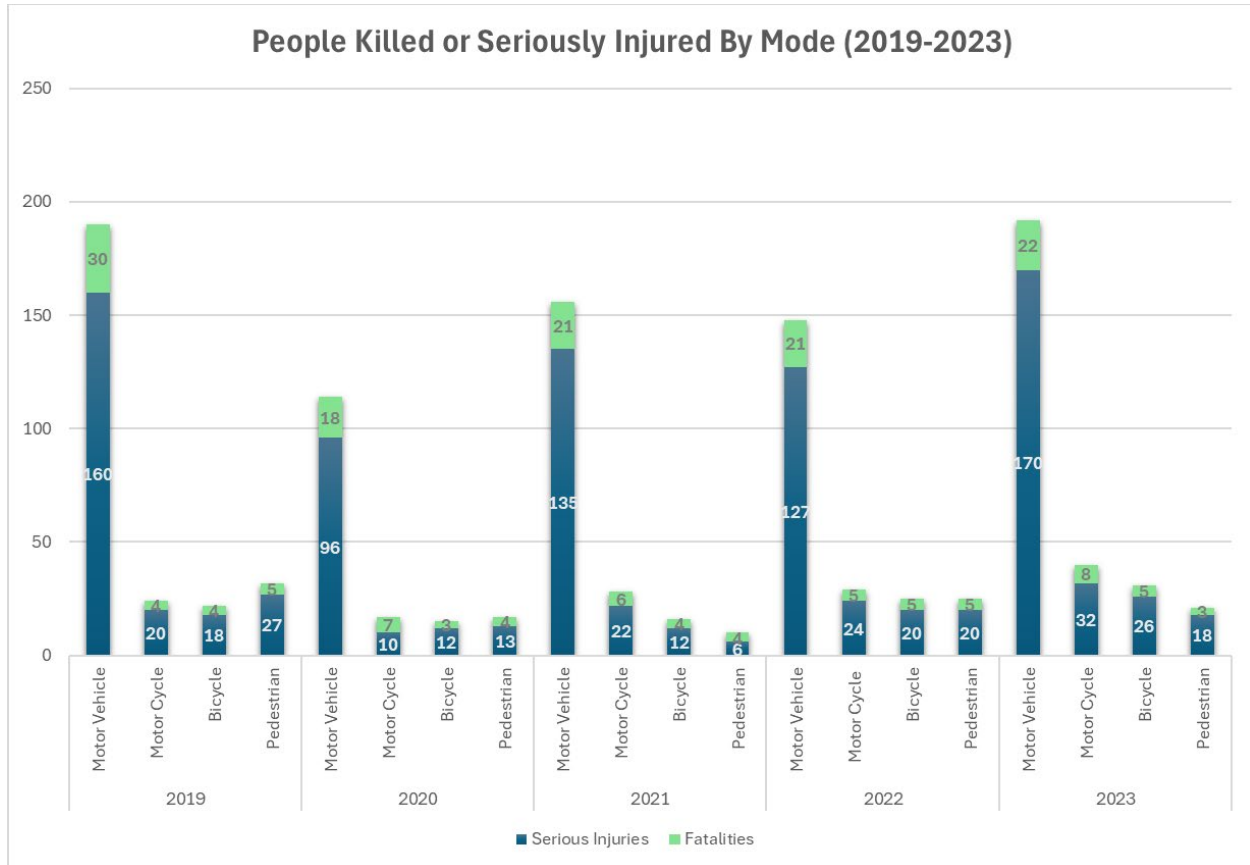


## SECTION 2 - CRASH ANALYSIS AND SAFETY FOCUS

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

### Crash Severity and Vulnerable Road Users

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

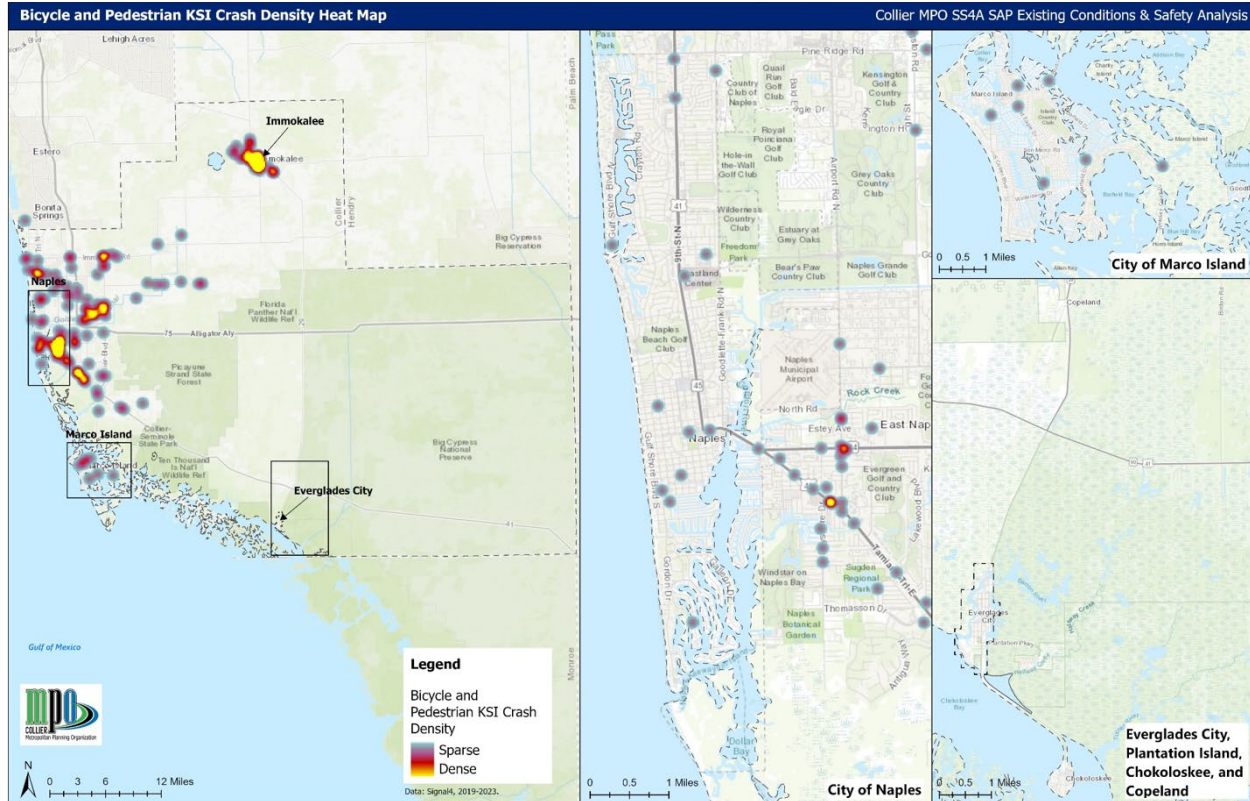


**Figure 1: KSI Crashes by Mode (2019-2023), Source Collier MPO SS4A CSAP**

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

### Geographic Distribution and Crash Trends

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



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

### Crash Trends by Day, Time, and Age of Victim

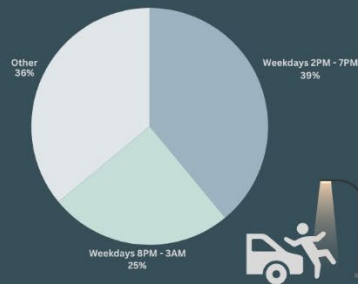
Demographic and timing analyses provide critical insights into crash patterns. Nearly 70% of KSI crashes involving pedestrians and cyclists occur on weekdays, with the highest concentration (39%) occurring between 2 PM and 7 PM. Evening and late-night hours (8 PM to 3 AM) account for 25% of severe crashes, pointing to the need to promote the use of bicycle lights or flashlights, light colored and retroflected clothing and gear by pedestrians and cyclists during low light conditions. Improved street lighting may be appropriate in high use locations.

Demographically, individuals aged 20 to 30 years account for 24% of KSI crashes, a disproportionately high share given that this age group comprises only 9% of the county's population. Pedestrians aged 0 to 19 represent 27% of all KSI crashes; and 21% of cyclists in KSI crashes. These findings highlight the critical need for child-friendly infrastructure and safety programs targeting schools, parks, and residential neighborhoods.

## Who's Most at Risk?

Crash Patterns Involving Pedestrians & Cyclists in Collier County

### When do Most Crashes Occur?



### Who is Most Affected?

#### Ages 0-19

27% of Pedestrian KSI & 21% of Cyclist KSI



#### Ages 20-30

24% of KSI Crashes



### What can we do?



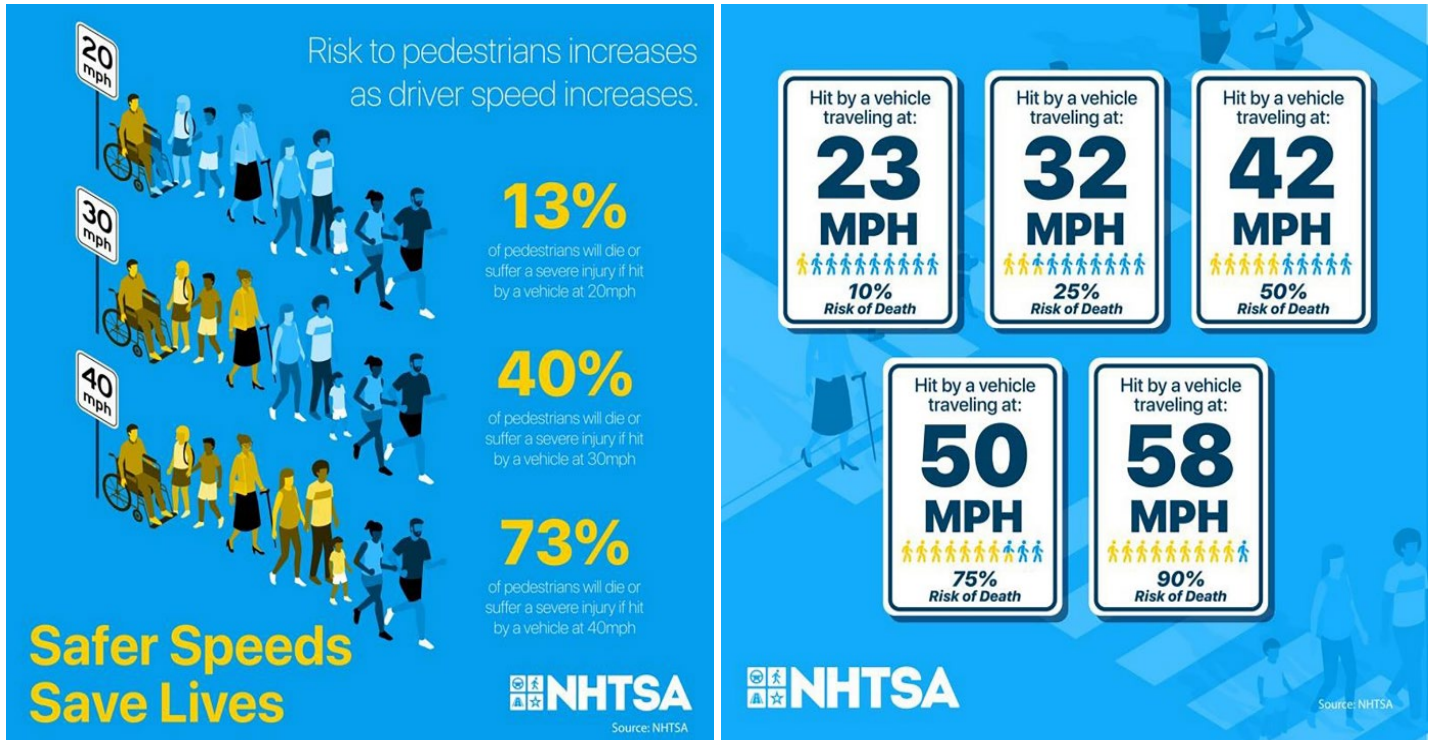
Invest in and prioritize well-connected infrastructure and safety programs around schools, parks, and residential neighborhoods.

## Traffic Speed and Crash Severity

Arterial roadways, which serve as the backbone of Collier County's transportation network, are designed to facilitate the efficient movement of people and goods. However, their high-speed limits (typically 45 mph or greater), wide intersections, and lack of sufficient infrastructure for non-motorized users make them particularly hazardous for pedestrians and cyclists. Research from the 2023 Pedestrian Safety Month Resource Guide<sup>11</sup> consistently shows that vehicle speed is a critical factor in the severity of crashes. As vehicle speeds increase, the likelihood of a fatal or serious injury rises dramatically. **Figure 3** illustrates the correlation between vehicular speed and pedestrian survival rates, reinforcing the importance of speed management strategies.

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



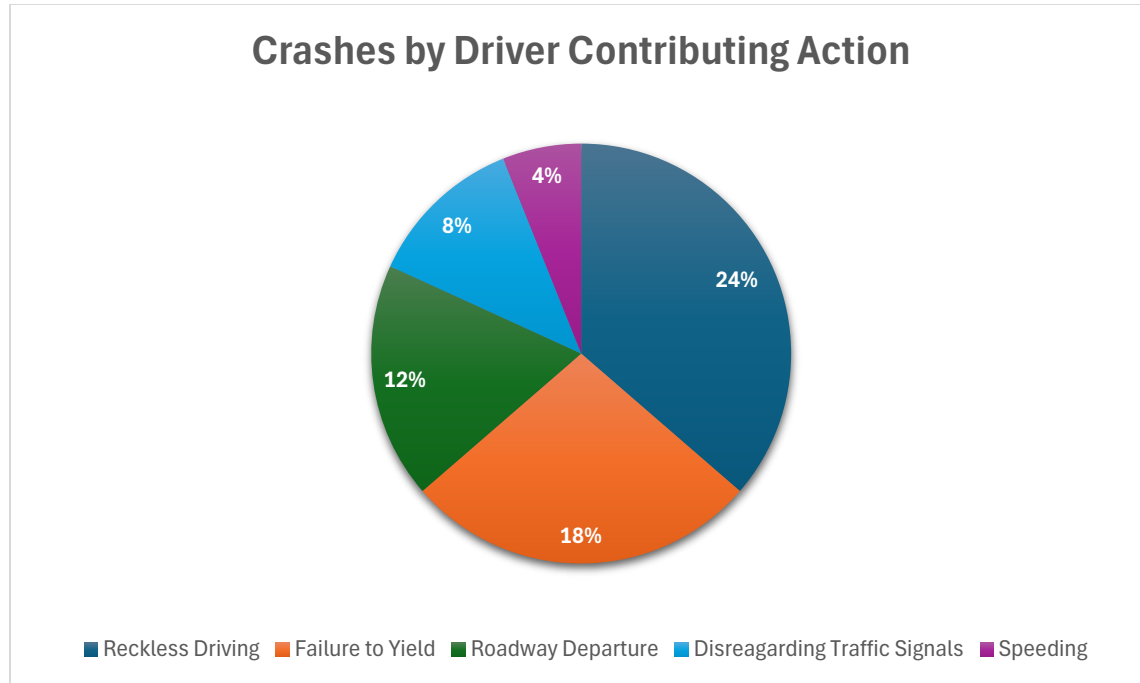


**Figure 3: Vehicular Speed and Pedestrian Survival Rates (NHTSA)**

To address these risks, speed limit reduction may be an appropriate traffic management strategy to consider in high pedestrian and cyclist use areas. Additionally, public awareness campaigns can emphasize the life-saving benefits of reducing vehicle speeds.

### Contributing Factors and High-Crash Corridors

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



**Figure 4: KSI Crashes by Driver Contributing Action**

### High-Crash Corridors in Collier County

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

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

- US-41 between Davis Boulevard and Collier Boulevard: A heavily trafficked urban corridor that connects residential areas with commercial hubs and serves as a critical route for both local and regional travel.

<sup>12</sup> FDOT (2021). *Florida Pedestrian and Bicycle Safety Plan*

<sup>13</sup> FDOT (2022). *District One Active Transportation Plan*





- SR-29 between North 11th Street and New Market Street: A key route through Immokalee that serves as an essential connection for residents, many of whom rely on walking and biking to access nearby amenities.

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

### **High Injury Network (HIN)**

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

Two tiers of priority locations were identified for the Bicycle and Pedestrian High Injury Network (BP HIN). Cumulatively, the Tier I and Tier II BP HIN captures 46% of BP KSI crashes on just 3.8% of roadway miles. These findings reinforce that a relatively small subset of roadways and intersections are responsible for a disproportionate share of the region's most severe bicycle and pedestrian crashes.



*Table 4: Bicycle and Pedestrian HIN Tier I Intersections*

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



**Table 5: Bicycle and Pedestrian HIN Tier I Roadway Segments**

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



## **Integrating the HIN into the BPMP**

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

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

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

## **Pedestrian and Bicycle Safety Audits**

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

## **Bicycle Crash Trends**

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



## **Pedestrian Crash Trends**

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

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

## **Street and Sidewalk Lighting**

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

## **Safety Performance Targets**

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





## Target Zero and Safety Performance Targets

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

The five safety-performance measures include:

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

In 2023, FDOT reported significant progress toward Target Zero<sup>14</sup>:

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

## Collier MPO's Safety Efforts

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

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

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



## SECTION 3 - PUBLIC ENGAGEMENT

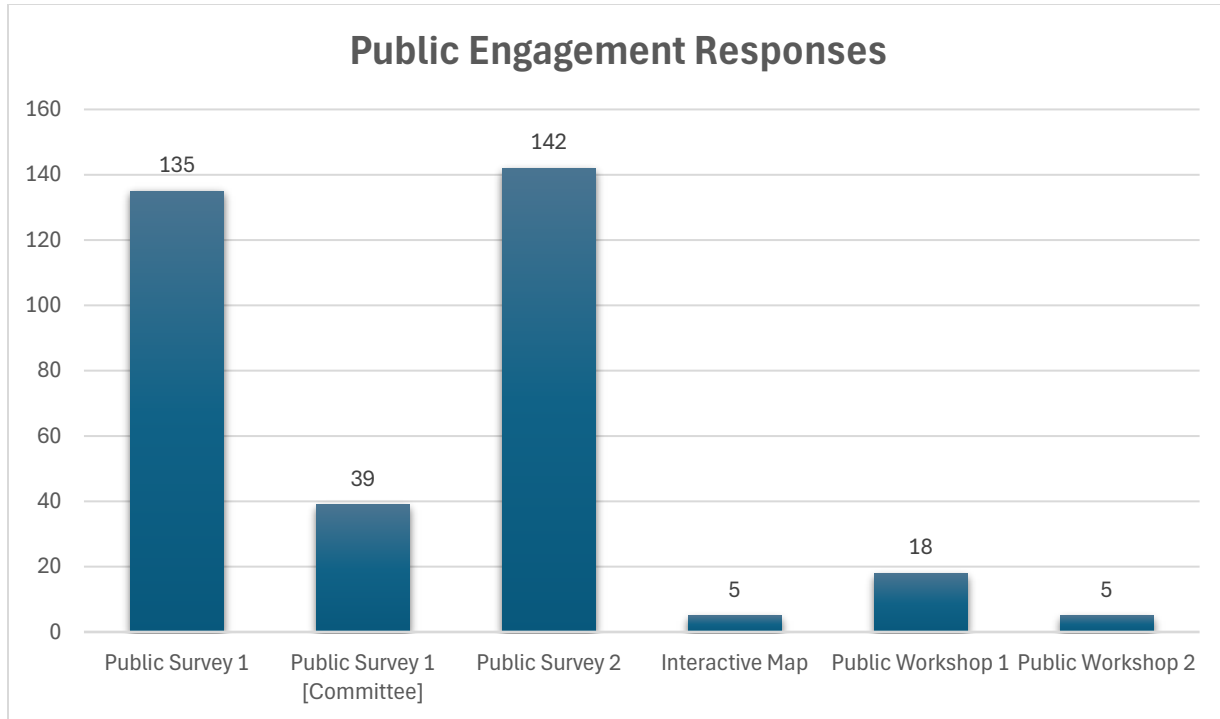
### Community Engagement Overview

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

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

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

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



**Figure 5: Public Engagement Response Count by Media Platform**

### Online Workshops

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

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



### **Additional Community Feedback**

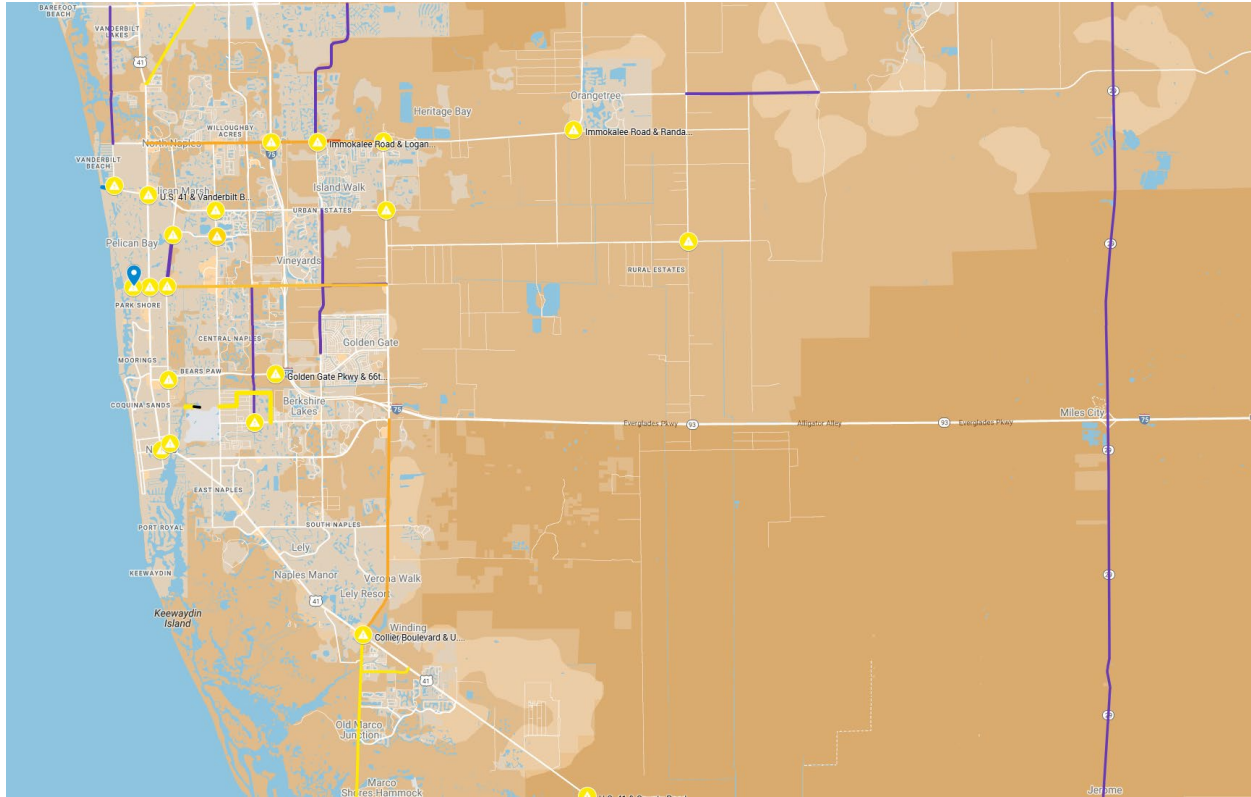
Beyond workshops and surveys, the MPO received numerous emails, phone calls, and letters from citizens seeking information or providing comments on the Plan. These communications are cataloged in **Appendix A**, demonstrating the high level of public interest and engagement in shaping this Plan.

### Tribal Community Outreach

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

### Interactive Map

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



**Figure 6: Interactive Map Showing Public Concerns from Survey 1**

### Online Survey

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

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

Additional questions asked respondents to share their main concerns regarding the development of the plan, as shown in **Figure 8**. A total of 95% emphasized the need to prioritize and improve safety for cyclists and pedestrians in Collier County. The next most common concern was the maintenance of existing paths and pedestrian facilities (37%), followed by potential impacts on current vehicular traffic flow (25%).

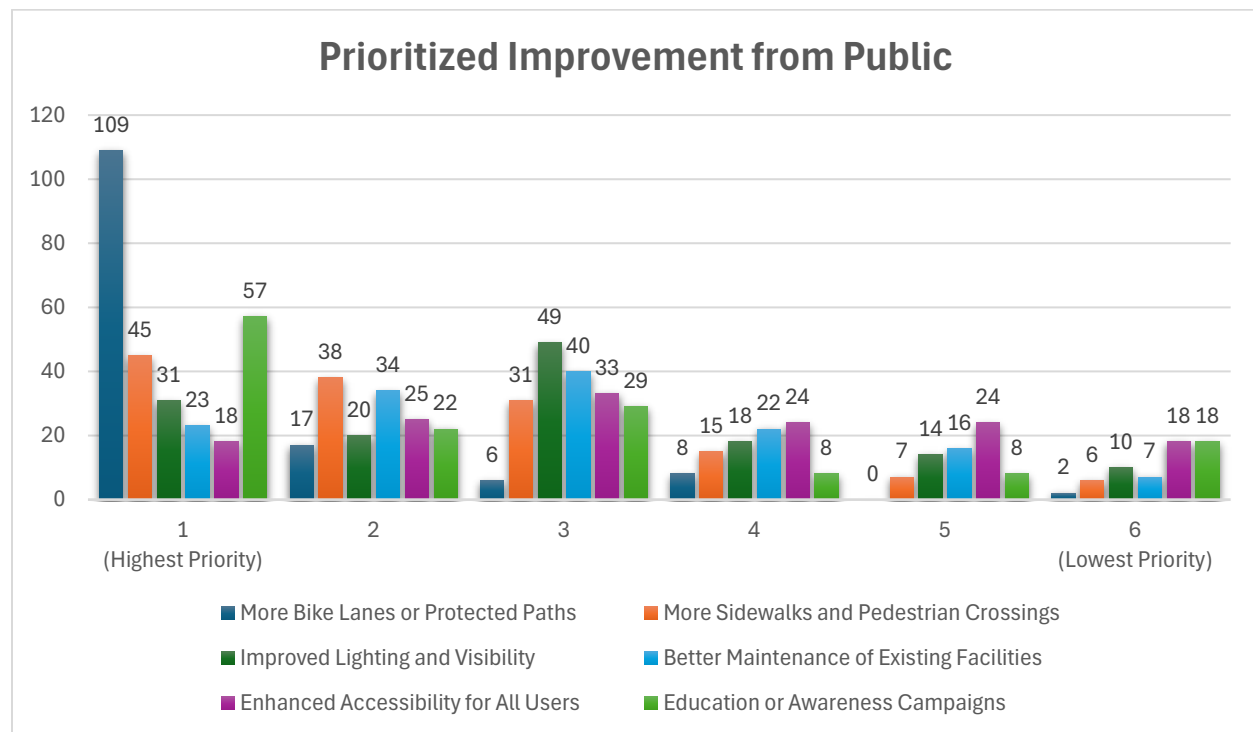




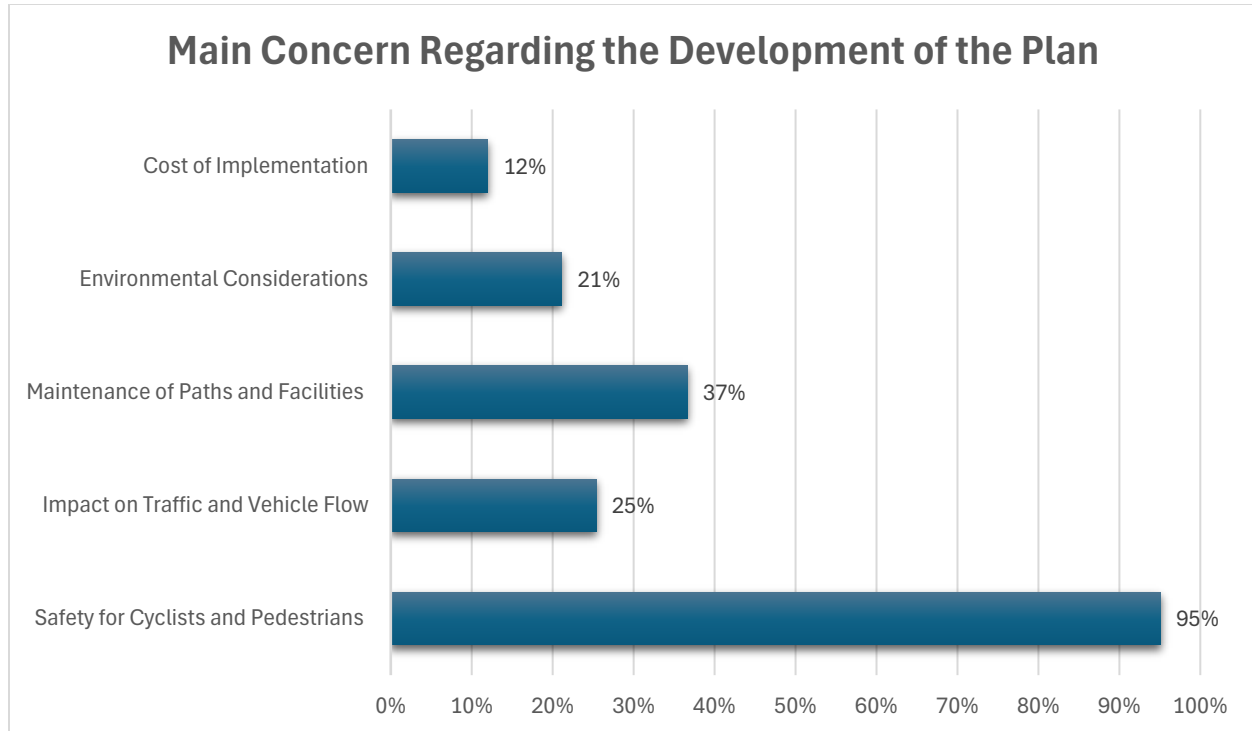
As shown in **Figure 7**, approximately 16% of respondents prioritized the maintenance of existing facilities, making it the fifth-highest concern. However, maintenance emerged as a recurring theme in the open-ended responses, where many participants cited issues such as debris, potholes, and other deficiencies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

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

All survey results can be found in **Appendix B**.



**Figure 7: Prioritized Improvements Captured During a Public Survey**



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

#### MPO Board and Advisory Committee Meetings

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



## SECTION 4 - VISION, GOALS, AND OBJECTIVES AND STRATEGIES

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

### Vision

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

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

### Goals

While considering the goals outlined in the 2019 Bicycle-Pedestrian Master Plan, the goals presented in **Table 6** were developed through a comprehensive review of existing resources and a collaborative effort. This process involved examining similar regional active transportation plans and incorporating feedback from BPAC committee members during workshop opportunities. Initial goals and priorities were gathered from their input, and the planning team refined and consolidated these into seven key goals. After further coordination with MPO staff and the BPAC committee, the final goals for this plan are as follows:



*Table 6: Bicycle & Pedestrian Master Plan Goals and Strategies*

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

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



## Objective and Strategies

Goals can be general and lofty, but objectives and strategies need to be specific enough to help make measurable progress toward meeting the goals. The following objectives and strategies were identified to help achieve the goals developed for this plan and to provide sufficient flexibility in the implementation of the plan.

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

### Objectives:

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

### Strategies:

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

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

### Objectives:

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

### Strategies:

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

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





**Objectives:**

- Enhance economic activity by improving bicycle-pedestrian access and connectivity to business districts, commercial centers, and tourist destinations.

**Strategies:**

- Identify routes and select projects that connect cultural landmarks, shopping centers, and downtown areas to promote tourism.
- Collaborate with local businesses, community organizations, and agencies to identify opportunities to implement bicycle- and pedestrian-friendly amenities such as bike racks, seating, shade, and repair stations to enhance user experiences.
- Collaborate with local agencies to identify projects that improve pedestrian access to employment centers, recreational destinations, schools, and transit.

4. **Education** – Promote awareness, responsible use, and knowledge of bicycle and pedestrian facilities through educational programs, outreach efforts, community engagement, empowering users with the knowledge to navigate the network confidently and effectively.

**Objectives:**

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

**Strategies:**

- Create simple, easy-to-understand age-appropriate safety materials and distribute them in schools, libraries, community centers, and online digital platforms.
- Partner with local organizations to deliver community-based education and outreach activities.
- Use social media, public signs, and outreach at community events to share safety material and messages and promote responsible behavior.

5. **Efficiency** – Support the design and implement accessible, connected, and well-maintained bicycle and pedestrians facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.

**Objectives:**

- Encourage active transportation to decrease vehicle use, vehicle miles traveled (VMT), and enhance the overall performance of the transportation network.

**Strategies:**

- Identify, prioritize, and promote safe, connected, and attractive routes for walking, biking, and micromobility through planning and coordination efforts.
- Implement initiatives to reduce short car trips by enhancing and promoting alternative transportation options.



- Promote the importance of maintaining and upkeeping county bicycle and pedestrian facilities to ensure the continued safety, accessibility, and effectiveness of the network.

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

**Objectives:**

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

**Strategies:**

- Identify and prioritize bicycle and pedestrian infrastructure projects that foster connected, walkable and bicycle friendly communities, encouraging physical activity through accessible transportation options.
- Focus on closing gaps in pathways that connect residential areas to recreational areas, healthcare facilities, and schools, providing viable alternative travel options.
- Collaborate with health organizations to highlight the benefits of walking and bicycling with ad campaigning and outreach.

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

**Objectives:**

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

**Strategies:**

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



## SECTION 5 - ASSESSMENT OF NEEDS

### Identification of Network Needs

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

A thorough review of existing plans, policies, and studies was conducted to ensure alignment with local, regional, and state transportation goals. Key documents reviewed included the current municipal master plans for the City of Naples, Everglades City, and Marco Island, as well as the previous Bicycle and Pedestrian Master Plan. Additionally, the MPO's FY2025-2029 Transportation Improvement Program, along with the Capital Improvement Programs for the cities of Naples, Marco Island, and Everglades City, as well as Collier County's 2023 Annual Updated and Inventory Report and Capital Improvement Element for County Roads & Bridge Facilities, were reviewed to ensure that planned projects, which are those identified in a master plan approved by a local government, and programmed projects, which are those with a phase funded in FDOT's 5 year Work Program or in the local government's Capital Improvement Program, were considered and integrated into the overall planning process. This step provided a foundational understanding of existing priorities, identified planned projects, and ensured consistency with broader transportation objectives. Reviewing the previous master plan helped establish the baseline for the county's bicycle and pedestrian infrastructure and provided a better understanding of past prioritized locations.

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

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

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



### **Existing, Programmed, and Planned Facilities Overlays**

A comprehensive analysis was conducted using data overlays to identify gaps in the bicycle-pedestrian network. This included mapping all existing bicycle-pedestrian facilities, as well as programmed facilities that are partially or fully funded in the MPO's Transportation Improvement Program (TIP) or local government Capital Improvement Program (CIPs) and planned future facilities. This approach provides a clear understanding of current infrastructure and upcoming projects, helping to identify areas of deficiency and inform future planning efforts. It is important to note that funding for programmed projects is subjected to change.

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

### **Identified Facilities Through Public Outreach**

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

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



Exhibit 2: Planned Facilities Inventory

Bicycle & Pedestrian Master Plan

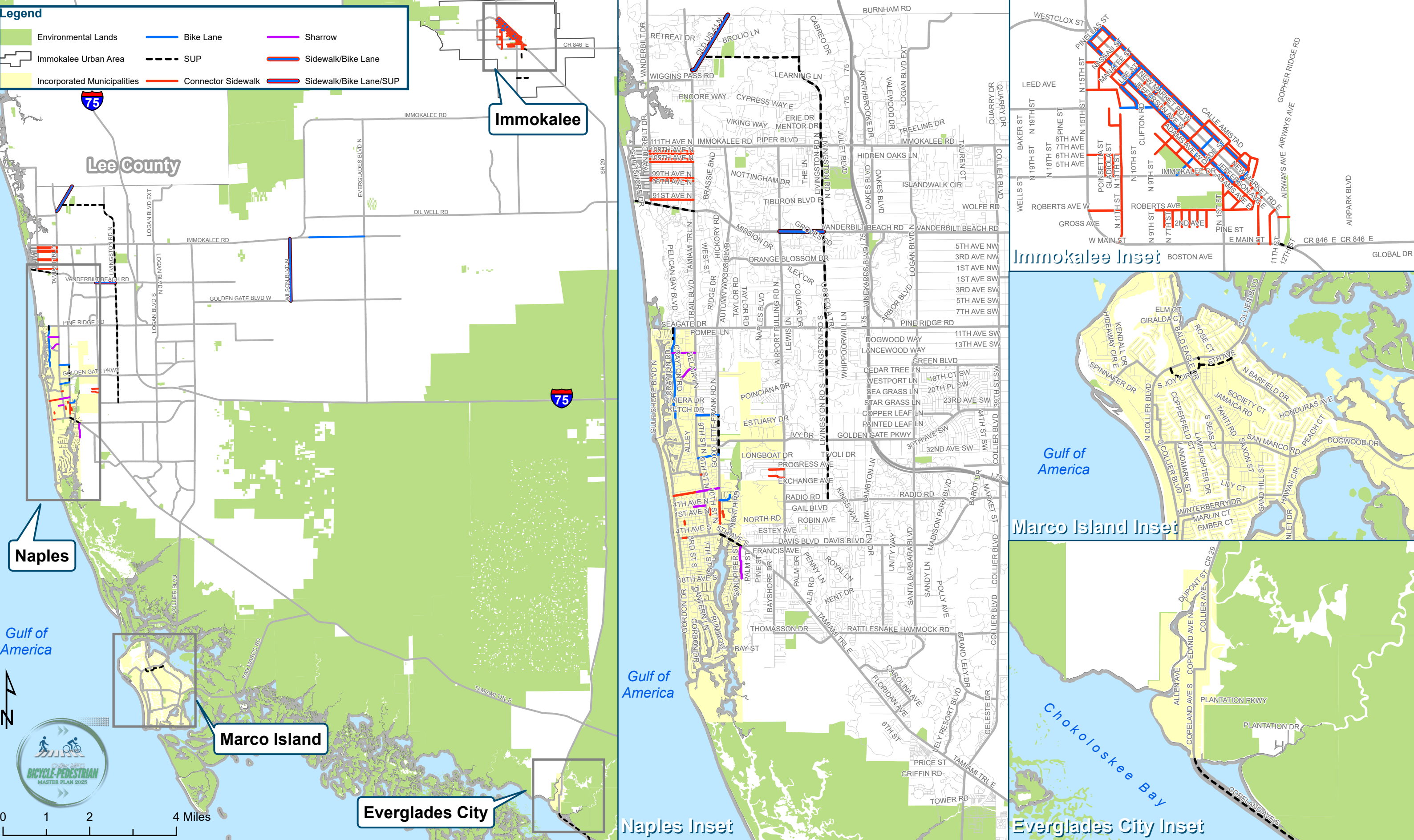
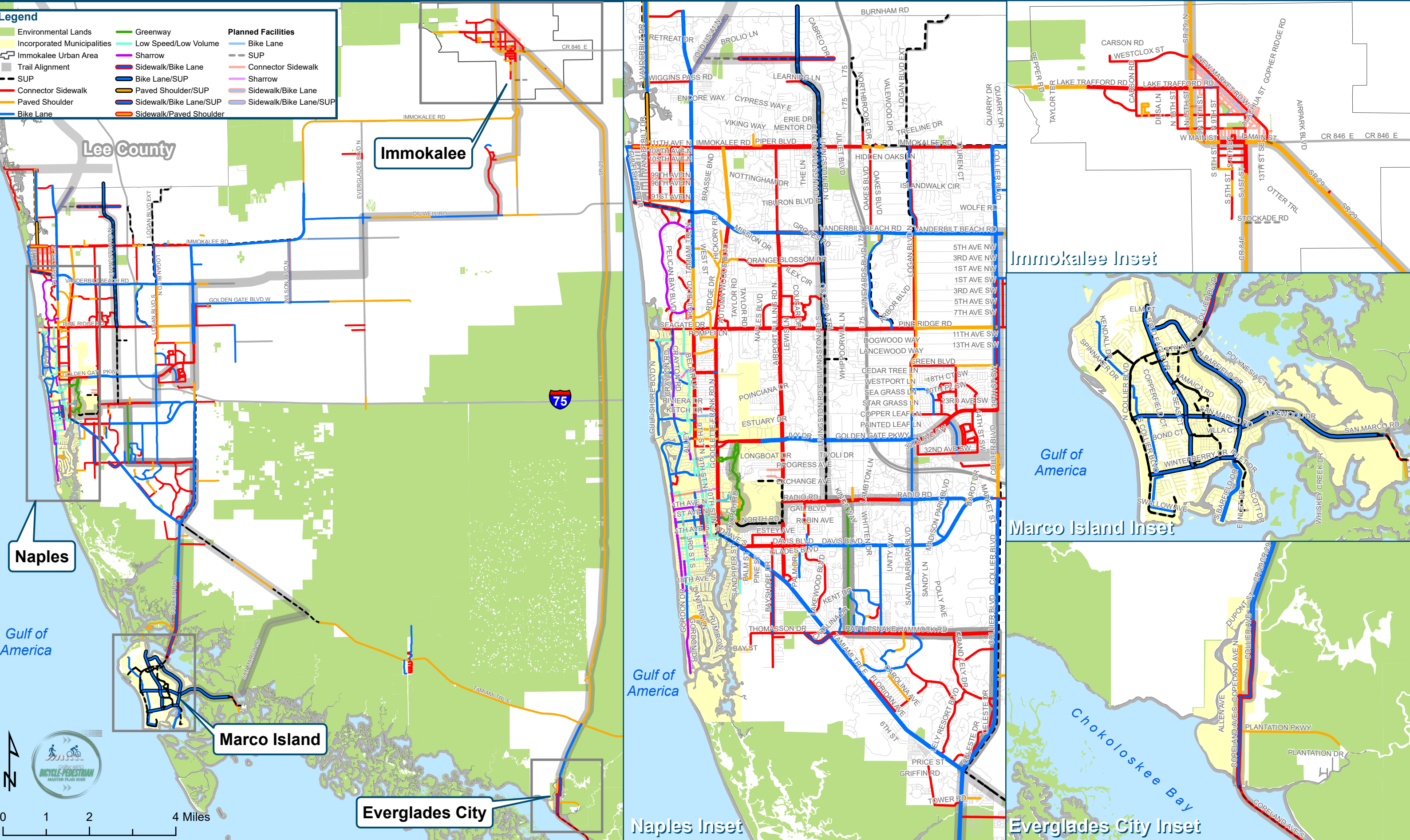




Exhibit 3: Existing + Planned Facilities Inventory

Bicycle & Pedestrian Master Plan





Legend

Environmental Lands

Immokalee Urban Area

Incorporated Municipalities

Connector Sidewalk

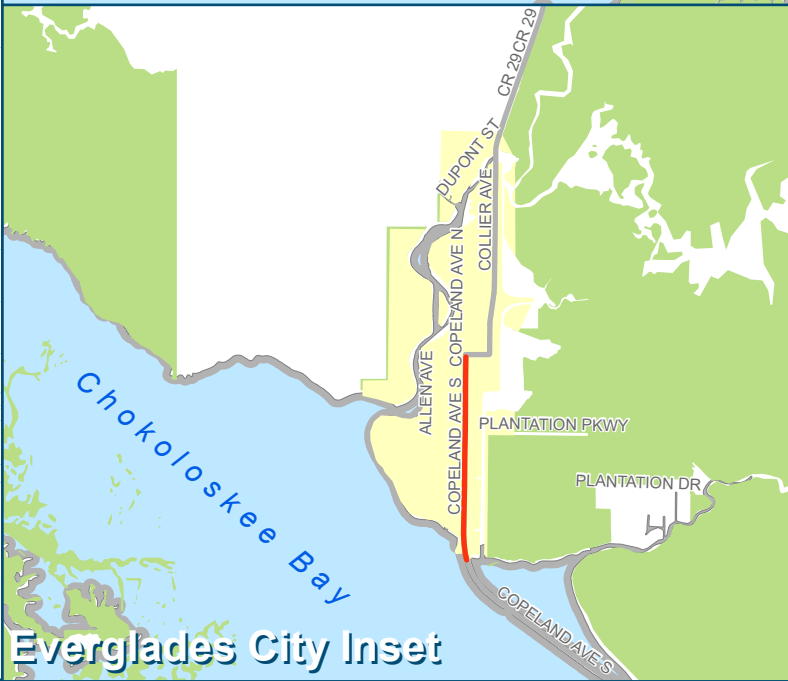
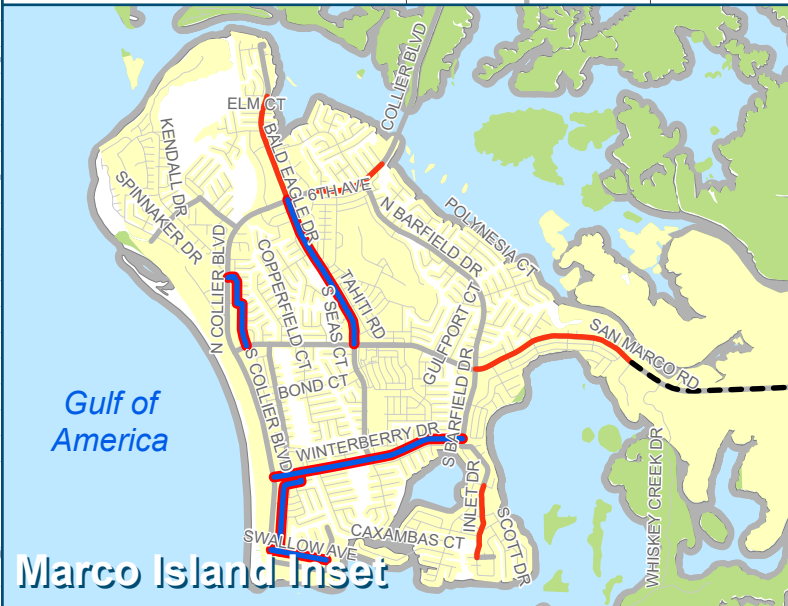
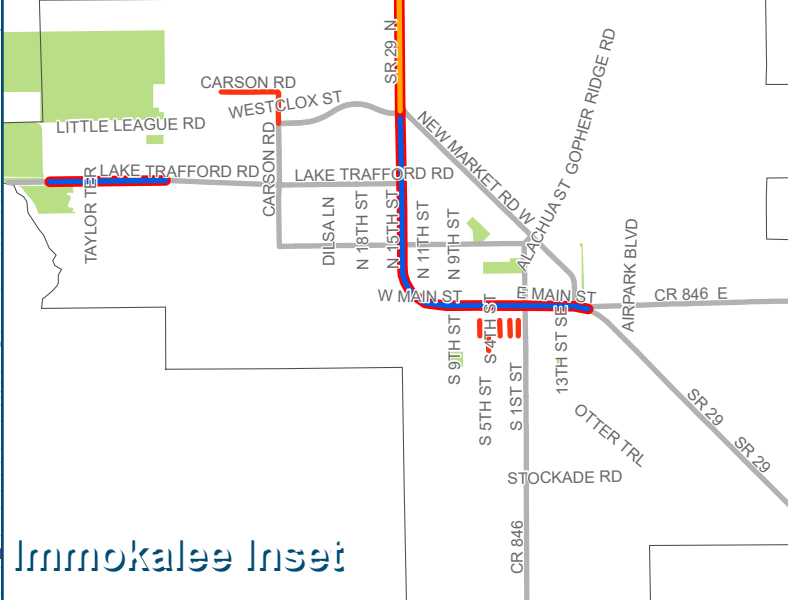
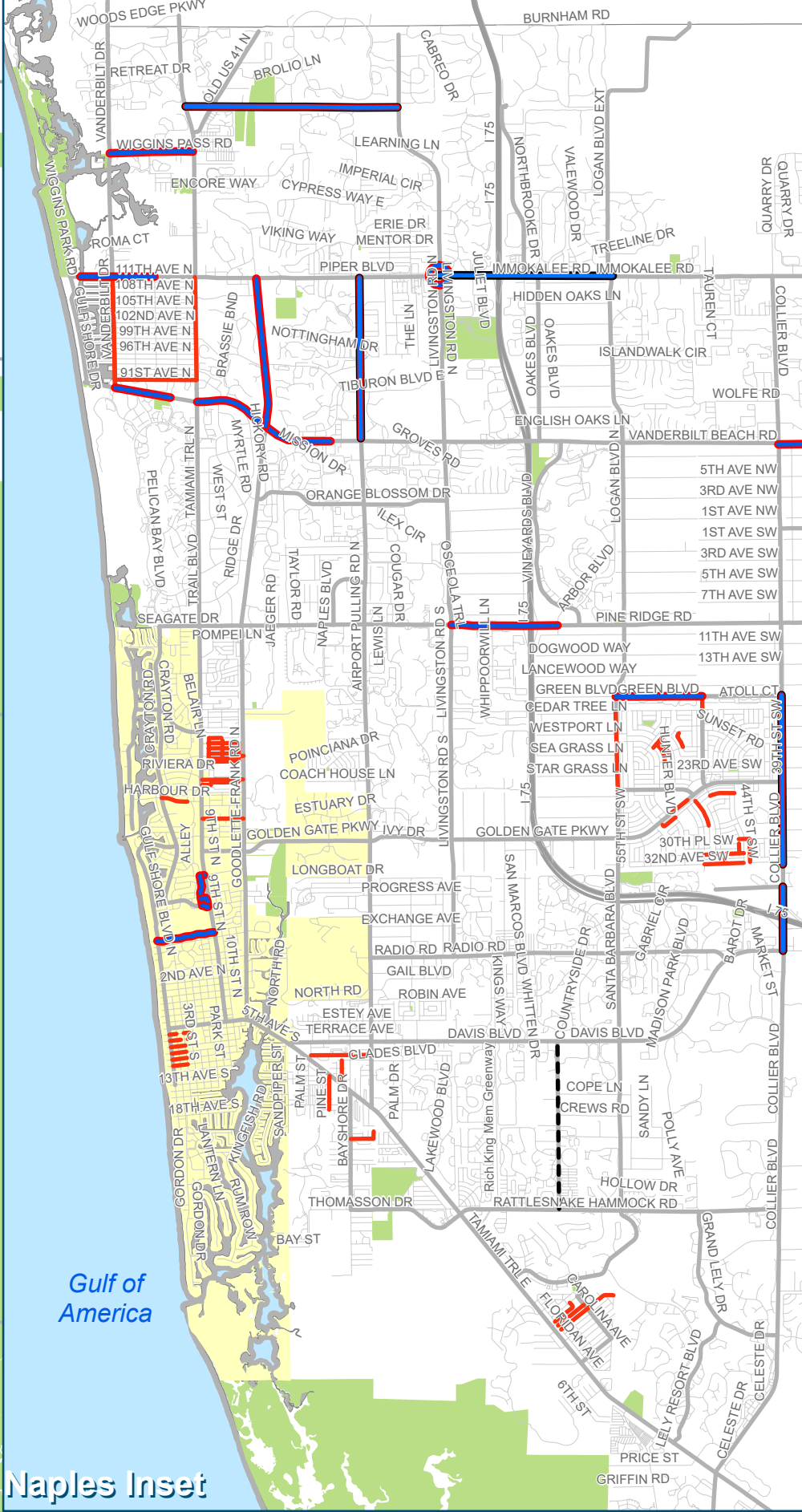
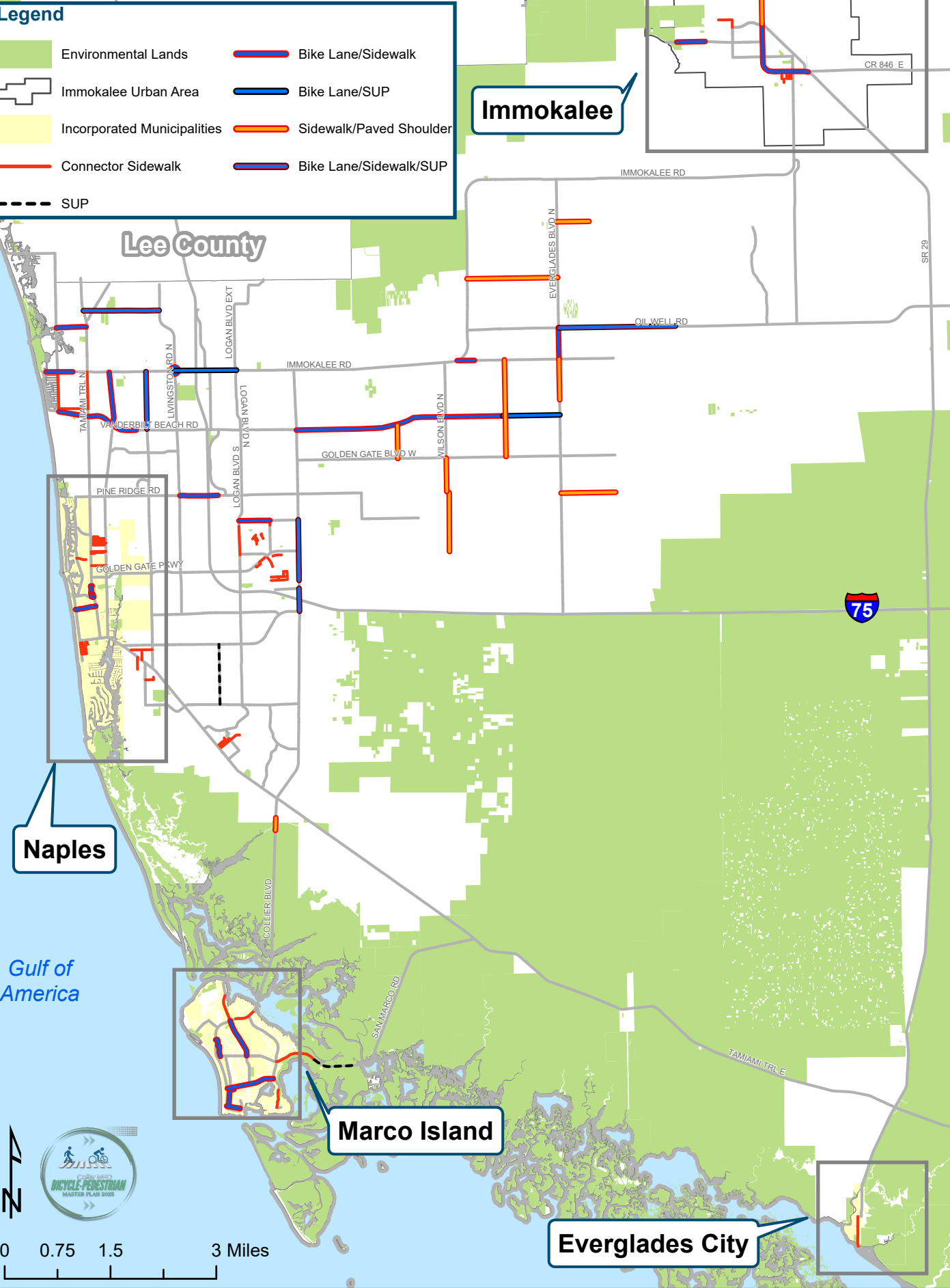
SUP

Bike Lane/Sidewalk

Bike Lane/SUP

Sidewalk/Paved Shoulder

Bike Lane/Sidewalk/SUP





**Table 7: Public-Requested Bicycle and Pedestrian Facilities with MPO Responses and Updates**

| Road               | From          | To                  | Distance (mi) | Facility Type | Source         | MPO Analysis & Response                                                                                                  |
|--------------------|---------------|---------------------|---------------|---------------|----------------|--------------------------------------------------------------------------------------------------------------------------|
| Pine Ridge Rd      | Logan Blvd S  | Collier Blvd        | 1.89          | Bike Lane     | Public Comment | TRIP/CIGP applications 2025                                                                                              |
| Goodlette-Frank Rd | Pine Ridge Rd | Orange Blossom Dr   | 1.52          | Bike Lane     | Public Comment | Existing facilities, high-cost improvement, consider all options if road widened in future                               |
| San Marco Rd       | Goodland Dr   | US-41               | 6.57          | Bike Lane     | Public Comment | Collier to Polk PD&E                                                                                                     |
| SR 29              | US-41         | New Market Rd E     | 37.11         | Bike Lane     | Public Comment |                                                                                                                          |
| Vanderbilt Dr      | 111th Ave N   | Woods Edge Pkwy     | 3.02          | Bike Lane     | Public Comment | Existing facilities: shoulders and SUP on west side; Will consider all options if the road is widened in the future      |
| Logan Blvd         | Immokalee Rd  | Lee County Line     | 3.75          | Bike Lane     | Public Comment | Existing facilities, high-cost improvement, low priority, will consider all options if the road is widened in the future |
| Logan Blvd         | Pine Ridge Rd | Vanderbilt Beach Rd | 2.21          | Bike Lane     | Public Comment |                                                                                                                          |
| Santa Barbara Blvd | Coronado Pkwy | Green Blvd          | 1.13          | Bike Lane     | Public Comment | TRIP/CIGP applications 2025                                                                                              |
| Logan Blvd N       | Green Blvd    | Pine Ridge Rd       | 0.89          | Bike Lane     | Public Comment | TRIP/CIGP applications 2025                                                                                              |
| Livingston Rd      | Radio Rd      | Pine Ridge Rd       | 3.99          | Bike Lane     | Public Comment | Ongoing Livingston FPL Easement PD&E Study                                                                               |

COLLIER MPO  
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|                     |                      |                      |      |                |                |                                                                                         |
|---------------------|----------------------|----------------------|------|----------------|----------------|-----------------------------------------------------------------------------------------|
| Oil Well Rd         | Everglades Blvd      | Oil Well Grade Rd    | 3.91 | Bike Lane      | Public Comment | B/P improvements included in County road widening project                               |
| S Collier Blvd      | San Marco Rd         | Swallow Ave          | 2.32 | Bike Lane      | Public Comment | Refer to Marco Island Section                                                           |
| Swallow Ave         | S Collier Blvd       | Collier Ct           | 0.48 | Bike Lane      | Public Comment |                                                                                         |
| Seagrape Dr         | Swallow Ave          | Cul-de-Sac           | 0.77 | Bike Lane      | Public Comment |                                                                                         |
| Bald Eagle Dr       | N Collier Blvd       | San Marco Rd         | 1.32 | Bike Lane      | Public Comment |                                                                                         |
| Manatee Rd          | Collier Blvd         | US-41                | 1.48 | Bike Lane      | Public Comment | Included in FDOT project (deferred); & Collier to Polk Trail PDE                        |
| Pine Ridge Rd       | US-41                | Logan Blvd S         | 5.14 | Bike Lane      | Public Comment | B/P improvements included in County and FDOT road widening project.                     |
| Vanderbilt Beach Rd | Gulfshore Dr         | Vanderbilt Dr        | 0.35 | Bike Lane      | Public Comment | Wider SUP in DTWP FY26-30                                                               |
| Collier Blvd        | City Gate Blvd       | Golden Gate Blvd     | 1.1  | Bike Lane      | Public Comment | B/P facilities included in County road widening project                                 |
| Collier Blvd        | Golden Gate Blvd     | Green Blvd           | 1.05 | Bike Lane      | Public Comment | B/P facilities included in County road widening project                                 |
| Vanderbilt Dr       | Vanderbilt Beach Rd  | Bluebill Ave         | 1.34 | Bike Lane      | Public Comment | SW on east side in DTWP FY26-30                                                         |
| Green Blvd          | Logan Blvd S         | Collier Blvd         | 2    | Bike Lane      | Public Comment | Consider all options for future road widening                                           |
| Orange Blossom      | Goodlette-Frank Rd N | Airport-Pulling Rd N | 1.36 | Bike Lane      | Public Comment | Cost prohibitive and unlikely to gain public support if addition requires widening road |
| Old US-41           | US-41                | Lee County Line      | 1.55 | Bike Lane, SUP | Public Comment | Included in FDOT PDE & BERT ROW acquisition as part of SUN Trail Network                |





|             |               |       |      |          |                |                                                                                                                                                          |
|-------------|---------------|-------|------|----------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 95th Ave    | Vanderbilt Dr | US-41 | 0.98 | Sidewalk | Public Comment | New sidewalks in Naples Park remain controversial; lack broad public support. Additional engagements with residents and property owners may be required. |
| 101st Ave N | Vanderbilt Dr | US-41 | 0.99 | Sidewalk | Public Comment |                                                                                                                                                          |
| 100th Ave N | Vanderbilt Dr | US-41 | 0.99 | Sidewalk | Public Comment |                                                                                                                                                          |
| 97th Ave N  | Vanderbilt Dr | US-41 | 0.99 | Sidewalk | Public Comment |                                                                                                                                                          |
| 96th Ave N  | Vanderbilt Dr | US-41 | 0.99 | Sidewalk | Public Comment |                                                                                                                                                          |
| 94th Ave N  | Vanderbilt Dr | US-41 | 0.98 | Sidewalk | Public Comment |                                                                                                                                                          |
| 93rd Ave N  | Vanderbilt Dr | US-41 | 0.98 | Sidewalk | Public Comment |                                                                                                                                                          |
| 92nd Ave N  | Vanderbilt Dr | US-41 | 0.98 | Sidewalk | Public Comment |                                                                                                                                                          |
| 102nd Ave N | Vanderbilt Dr | US-41 | 1    | Sidewalk | Public Comment |                                                                                                                                                          |
| 103rd Ave N | Vanderbilt Dr | US-41 | 1    | Sidewalk | Public Comment |                                                                                                                                                          |
| 104th Ave N | Vanderbilt Dr | US-41 | 1    | Sidewalk | Public Comment |                                                                                                                                                          |
| 107th Ave N | Vanderbilt Dr | US-41 | 1.02 | Sidewalk | Public Comment |                                                                                                                                                          |
| 110th Ave N | Vanderbilt Dr | US-41 | 1    | Sidewalk | Public Comment |                                                                                                                                                          |





|                                  |                        |                       |      |                  |                |                                                                                                                                                                                                                 |
|----------------------------------|------------------------|-----------------------|------|------------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| US-41                            | San Marco Rd           | Newport Dr            | 5.68 | SUP              | Public Comment | B/P safety improvements added to BPMP                                                                                                                                                                           |
| Collier Blvd                     | Mainsail Dr            | Manatee Rd            | 3.46 | SUP              | Public Comment | Collier to Polk Trail PD&E                                                                                                                                                                                      |
| Mercantile Ave                   | Livingston Rd          | Industrial Blvd       | 0.39 | SUP              | Public Comment | Cyclists can ride in vehicular lane on low traffic, low speed roadways                                                                                                                                          |
| Industrial Blvd                  | Mercantile Ave         | Enterprise Ave        | 0.39 | Shared/Low Speed | Public Comment |                                                                                                                                                                                                                 |
| Enterprise Ave                   | Industrial Blvd        | Airport-Pulling Rd N  | 0.49 | Shared/Low Speed | Public Comment |                                                                                                                                                                                                                 |
| Corporate Flight Dr              | Airport-Pulling Rd N   | End                   | 0.73 | SUP              | Public Comment | Refer to City of Naples                                                                                                                                                                                         |
| SUP along Corporate Flight Drive | Corporate Flight Dr    | Gordon River Greenway | 0.24 | SUP              | Public Comment |                                                                                                                                                                                                                 |
| North of Wiggins Pass            | Tarpon Cove            | Gateway Shoppes North | 0.16 | Sidewalk         | Public Comment | <p>The need is evident, but adding a sidewalk on the north side may not be financially practical.</p> <p>A project in the TIP proposes adding bike lanes and reconstructing the sidewalk on the south side.</p> |
| Agusta Blvd                      | Rattlesnake Hammock Rd | Gage Ln               | 0.04 | Sidewalk         | Public Comment | Potential sidewalk gap                                                                                                                                                                                          |



## Identified Facilities Through Gap Analysis

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

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

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

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

**Table 8: Identified Facilities on Collector & Arterial Roadways through Gap Analysis**

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



**Table 9: Regional Trail Connectivity Identified Facilities by Gap Analysis & Public Comment**

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



|                               |                         |                                                                 |      |                                     |                                                     |
|-------------------------------|-------------------------|-----------------------------------------------------------------|------|-------------------------------------|-----------------------------------------------------|
| Collier Blvd                  | Mainsail Dr             | Manatee Rd                                                      | 3.5  | SUP                                 | Public Comment & Collier to Polk Trail Segment      |
| Bonita Beach Rd               | Old US-41               | Bonita Beach in Lee County and Barefoot Beach in Collier County | 4.1  | Sidewalks only                      | Gap Analysis Gulf Coast Trail                       |
| US-41                         | San Marco Rd            | SR/CR-29                                                        | 52.0 | Buffered bike lanes                 | Gap Analysis                                        |
| San Marco Rd                  | Goodland Dr             | US-41                                                           | 6.5  | No Bike/Ped Facility                | Public Comment & Gap Analysis Collier to Polk Trail |
| SUP along Corporate Flight Dr | Corporate Flight Dr     | River Reach Dr                                                  | 0.25 | SUP                                 | CAC Comment                                         |
| Elevated Boardwalk            | CREW Bird Rookery Trail | Bonita Beach Rd                                                 | 2.1  | Elevated Boardwalk/Trail Connection | BPAC Comment                                        |

**Table 10: Identified Facilities on Local (residential) Streets Through Gap Analysis**

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



**Table 11: Identified Network Gaps Near Transit-Dependent Areas (0.75 - Mile Radius)**

| Road               | From             | To               | Distance (mi) | Facility Type        | Notes                                                |
|--------------------|------------------|------------------|---------------|----------------------|------------------------------------------------------|
| Taylor Ter         | Lake Trafford Rd | Miraham Dr       | 0.19          | No Bike/Ped Facility | Sidewalk Need                                        |
| Miraham Dr         | Taylor Ter       | Miraham Ter      | 0.36          | No Bike/Ped Facility | Sidewalk Need                                        |
| Miraham Ter        | Miraham Dr       | Lake Trafford Rd | 0.19          | No Bike/Ped Facility | Sidewalk Need                                        |
| CR 846             | E Main St        | Dupree Rd        | 3.51          | No Bike/Ped Facility | Sidewalk Need                                        |
| S 1st St           | Carver Ave       | School Rd        | 0.16          | Paved Shoulder Only  | Sidewalk Need                                        |
| S 1st St           | School Rd        | Bethune Dr       | 0.25          | Paved Shoulder Only  | Sidewalk Need                                        |
| S 1st St           | Bethune Dr       | Stockade Rd      | 0.5           | Paved Shoulder Only  | Sidewalk Need                                        |
| SR 29              | Farm Worker Way  | Agriculture Way  | 0.33          | Paved Shoulder Only  | Sidewalk Need                                        |
| Eustis Ave E       | S 1st St         | School Dr        | 0.25          | No Bike/Ped Facility | Sidewalk Need                                        |
| Jones St           | Eustis Ave E     | E Delaware Ave   | 0.15          | No Bike/Ped Facility | Sidewalk Need                                        |
| Collier Blvd       | City Gate Dr     | City Gate Blvd N | 0.17          | Paved Shoulder Only  | Sidewalk Need                                        |
| Santa Barbara Blvd | Coronado Pkwy    | Hunter Blvd      | 0.58          | Paved Shoulder Only  | Sidewalk Need (East Side)                            |
| Pine Ridge Rd      | Logan Blvd S     | Collier Blvd     | 1.89          | Paved Shoulder Only  | Sidewalk or bike lane needed to access transit stops |



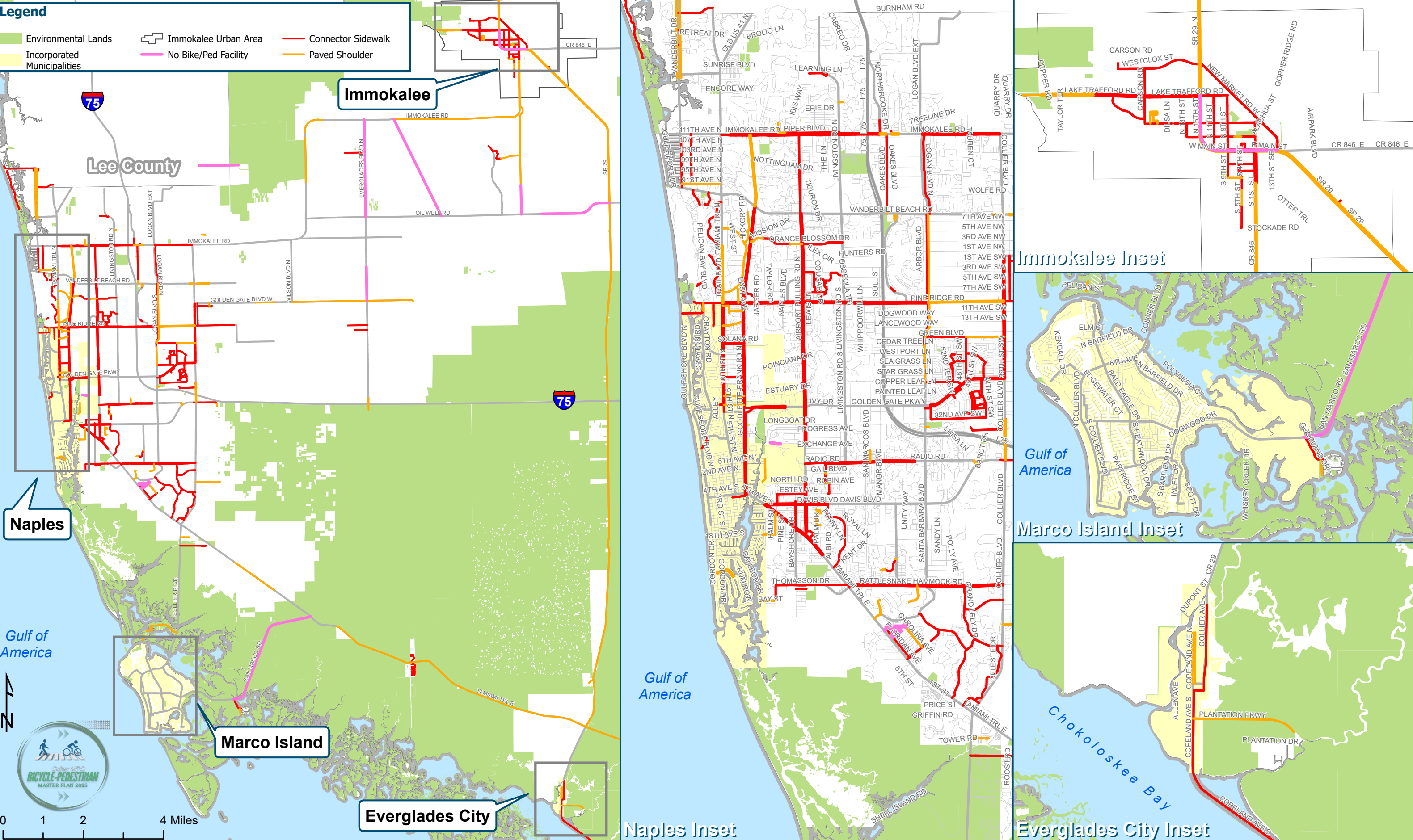
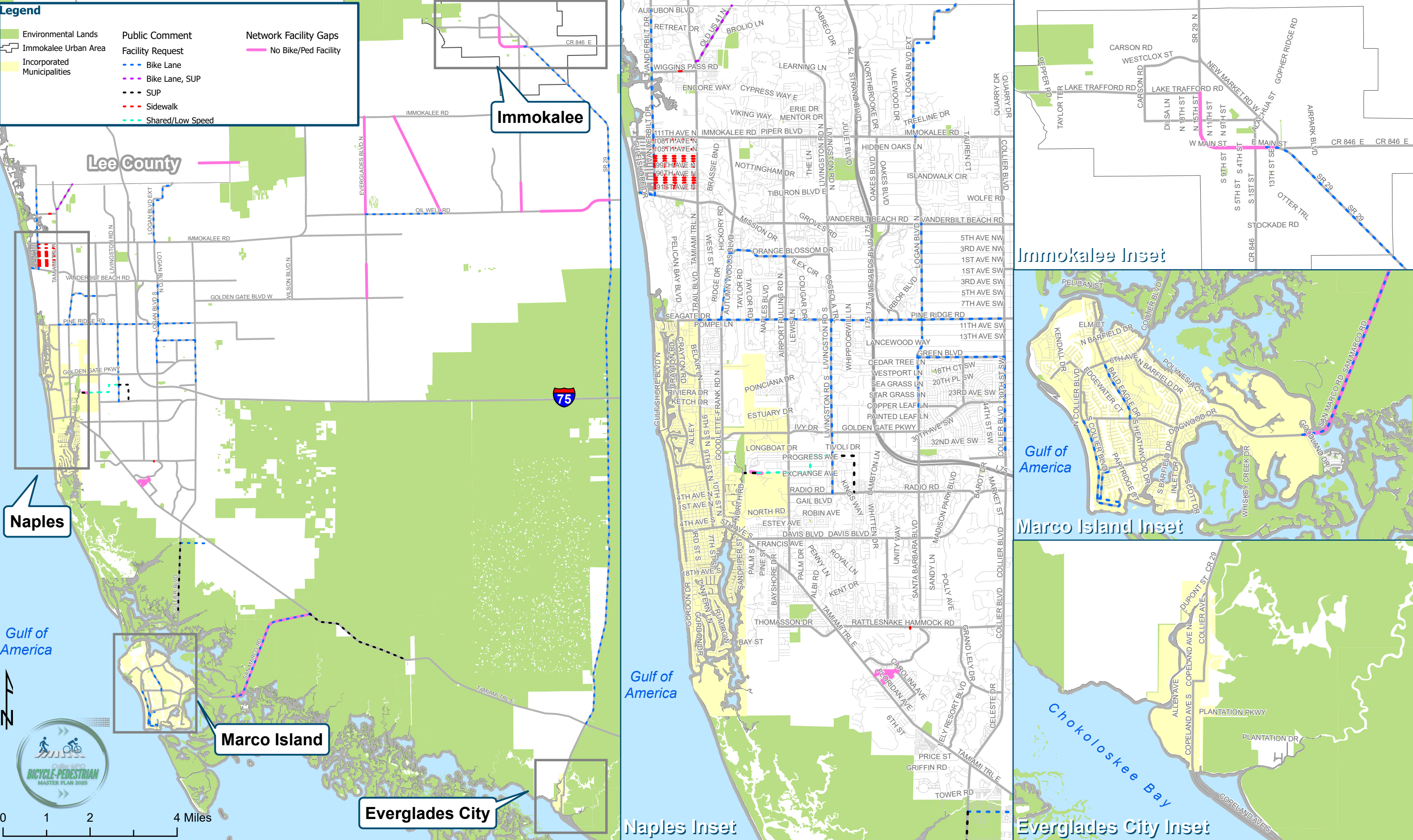


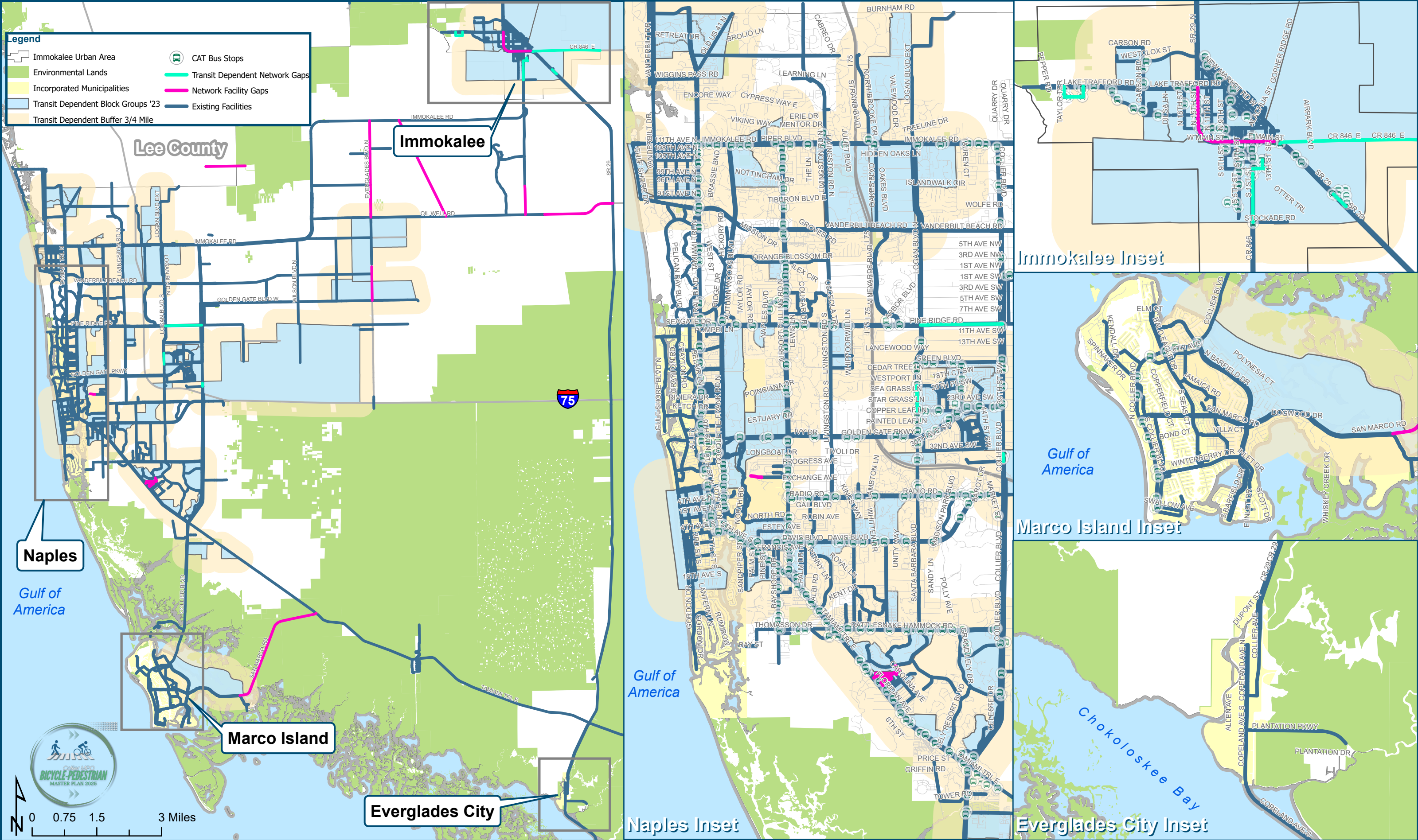


Exhibit 6: Existing Network Gap Analysis With Public Comment

Bicycle & Pedestrian Master Plan









## Priority Projects

### Unincorporated Collier County

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

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

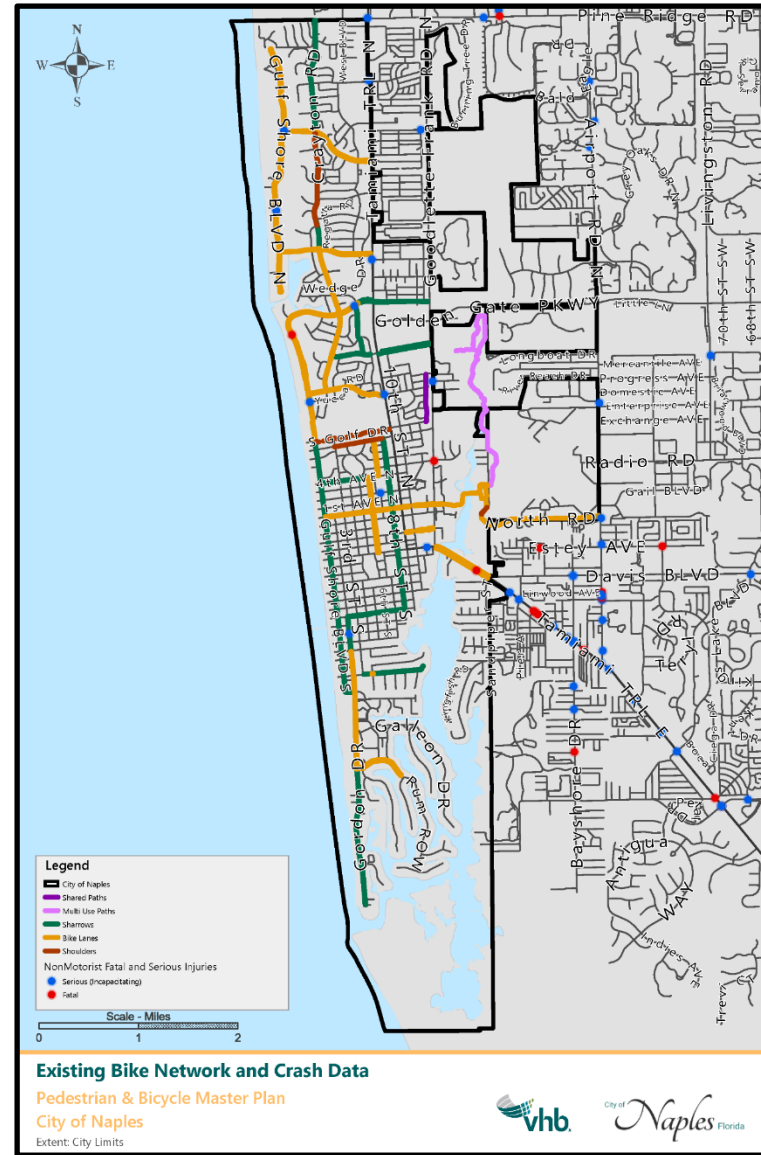
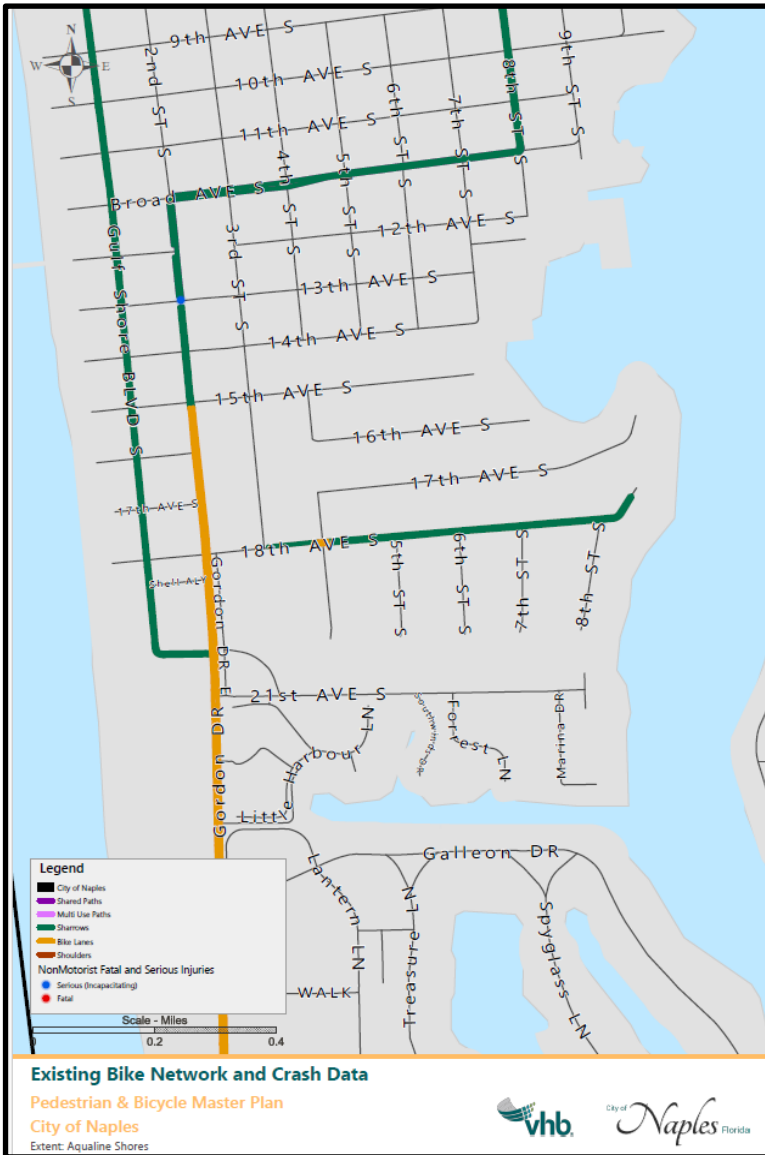
### City of Naples

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

Priority Projects for the City of Naples:

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





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





### City of Marco Island

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

#### Existing Bike Lanes:

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

#### Existing Shared Paths:

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

### **Planned and Programmed Improvements**

#### Programmed Funded Facilities:

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

#### Programmed Unfunded Facility:

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

## Implementation Timeline

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



**Figure 10: Marco Island Bike and Shared Path Master Plan**



## Everglades City

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

### • Recently Completed Projects

- **437096-1 Copeland Avenue South, Everglades City BPMP Phase 2:** The sidewalk on the east side of the roadway has been completed with final funding for construction in Fiscal Year (FY) 2025. This sidewalk provides a connection from the Circle south to the Chokoloskee Bridge.
- **County Road 29 Lane Re-purpose:** The re-surfacing and striping to create buffered bike lanes on Collier Avenue and Copeland Avenue South was provided through the Collier County Roadway Maintenance department activities. The bike lanes now provide a continuous connection from the northern entry bridge to the Chokoloskee Causeway paved shoulders.

### Priority Projects for Everglades City

### • Planned and Programmed Improvements

- **448265-1 Broadway Avenue and Hibiscus Avenue, Everglades City BPMP Phase 3:** Funded for design in FY2026 and construction in FY2028, the proposed bike lanes and sidewalks will connect to existing facilities and extend access to the central historic district, including City Hall, McLeod Park, the Museum, and the Bank Building.
- **452052-1 Datura Street, Camellia Street, Collier Avenue (CR29), and School Drive East, Everglades City BPMP Phase 4:** Funded for design in FY2028, the proposed bike lanes and sidewalks will provide safer routes and promote walking and biking to the Everglades City School, as well as to businesses in the north part of town.

### • Connecting to Regional Networks:

- Developing connections to regional bicycle and pedestrian facilities, such as linking local routes to the SUN Trail Network, including the Gulf Coast Trail, the Collier to Polk Trail and the Florida Wildlife Corridor, to enhance the area as a Trail Town destination.

These efforts reflect Everglades City's ongoing dedication to building a more sustainable and accessible bicycle/pedestrian network that serves both the local population and seasonal residents, as well as the thousands of tourists who come to visit Everglades National Park and other ecotourism outlets. Through the implementation of its Bicycle-Pedestrian Master Plan and the recognition as a Florida Trail Town, Everglades City has laid the groundwork for future improvements that will enhance both local mobility and regional connectivity.



### SUN Trail (Shared-Use Nonmotorized Trail) Network

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

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

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

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

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



**Figure 11** Shows the planning status of major segments of the Gulf Coast Trail and the Collier to Polk Trail and demonstrates that the entire regional trail network is undergoing more detailed planning through a combination of SUN Trail funding, County and /or FDOT roadway plans.

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



# COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN



**Figure 11: Statewide Map of the SUN Trail Network**





## **Current Stage of Development**

### Gulf Coast Trail

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

### Collier to Polk Trail

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

## **Importance of These Projects for Collier County**

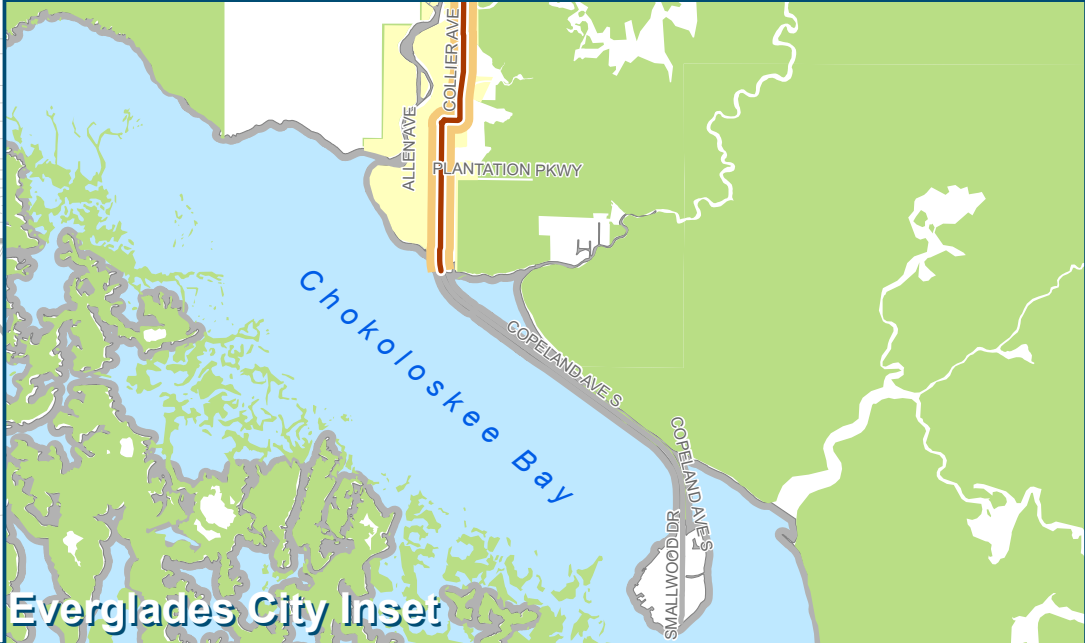
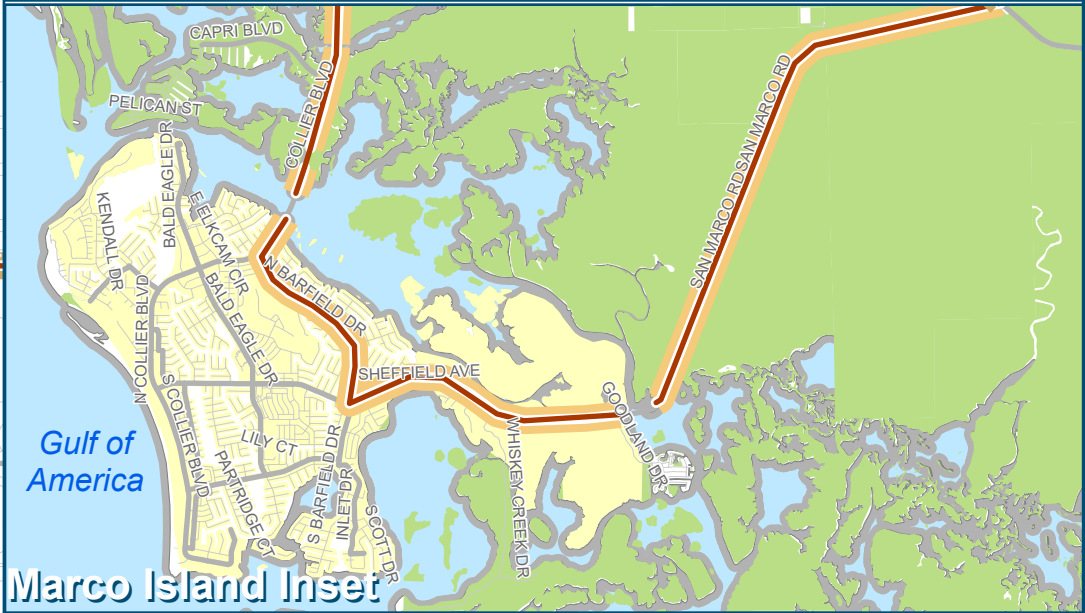
These two trails—the Gulf Coast Trail and the Collier to Polk Trail—provide a regional network of interconnected trails that is fundamental to the success of the Bicycle-Pedestrian Master Plan for Collier County. Having prioritized the development and enhancement of these trails, the Collier MPO is able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

## **Prioritization of SUN Trail Segments**

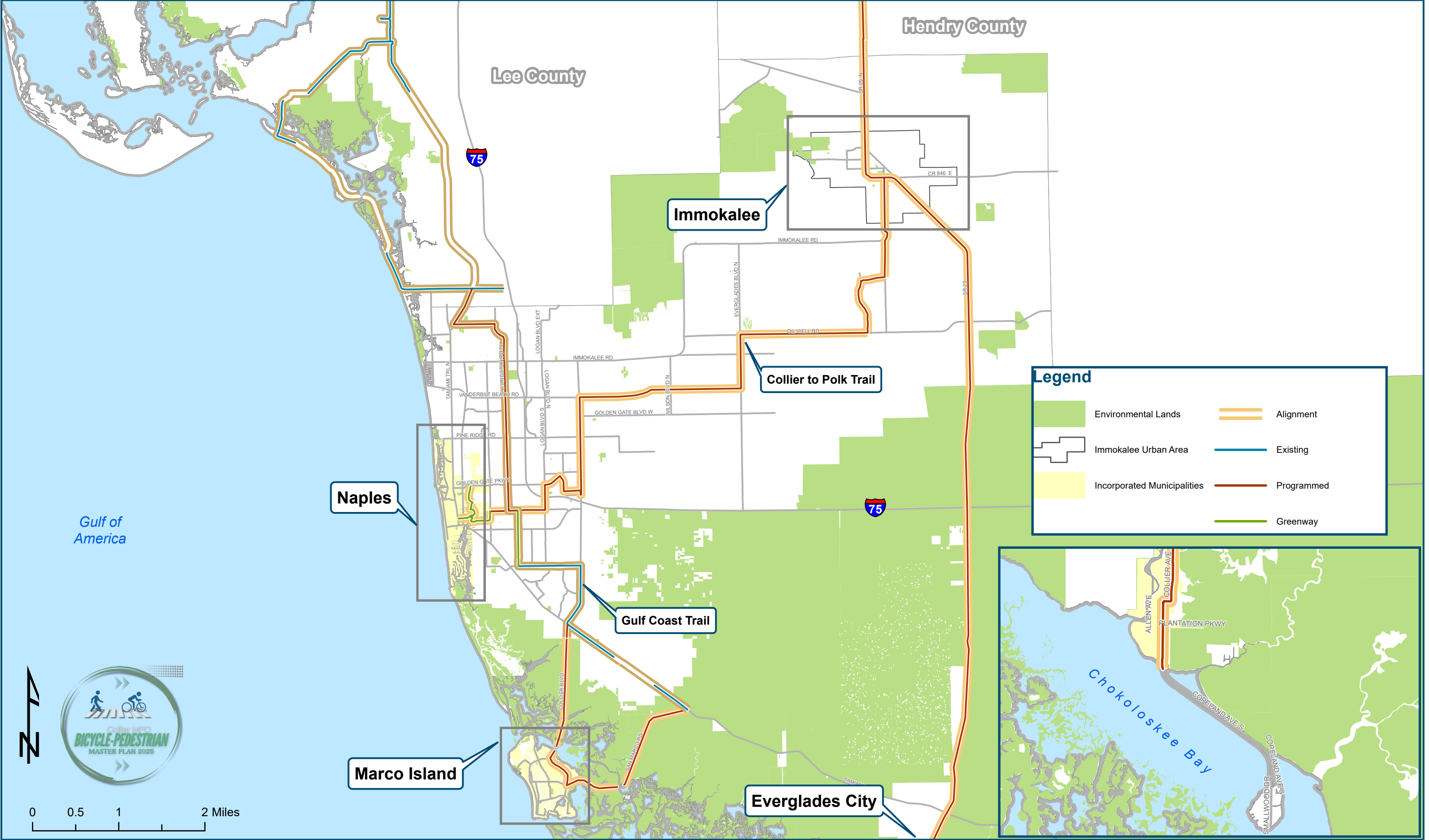
The outcome of the PD&E studies for the Collier to Polk Trail and the FPL easement on Livingston Rd will provide guidance for prioritizing future phases of segments on the MPO's SUN Trail alignment. The Bicycle and Pedestrian Advisory Committee will be instrumental in determining priorities based on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

# Exhibit 8: Sun Trail Regional Network

# Bicycle & Pedestrian Master Plan









### **Priority SUN Trail Projects in Adjoining Counties**

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

#### **Florida Gulf Coast Trail**

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

FM #: 4475151

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

#### **Collier to Polk Trail**

Segment: Fort Fraser Trail Overpass at SR-60

FM #: 4406031

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

#### **Coast to Coast Trail (C2C)**

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

FM #: 4364331

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

#### **Space Coast Trail**

Segment: Merritt Island NWR to Kennedy Pkwy

FM #: 4370932

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

#### **East Coast Greenway**

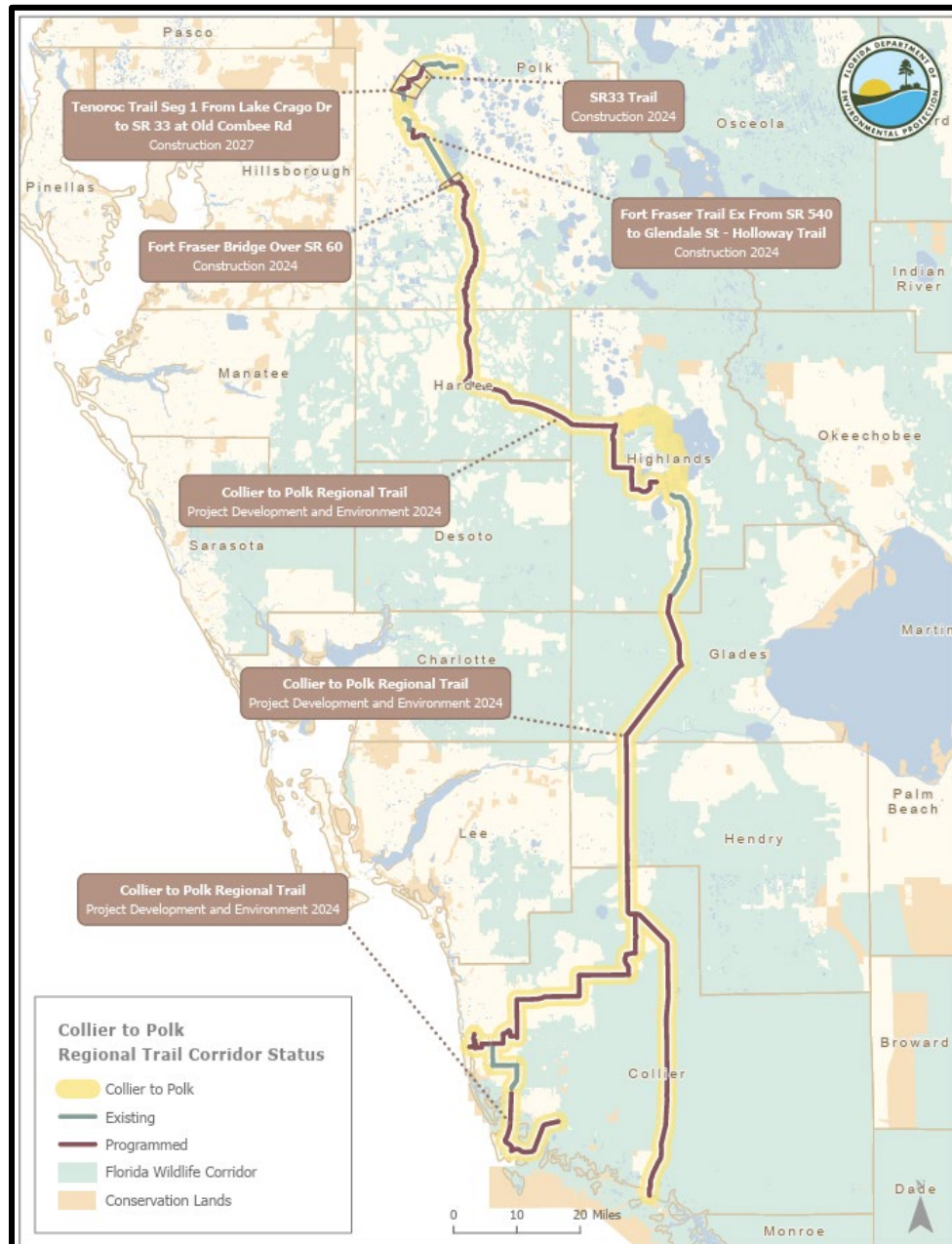
Segment: SR-A1A (Marineland to Fort Matanzas Inlet)

FM #: 4470641

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



## Collier to Polk Regional Trail Corridor Status



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



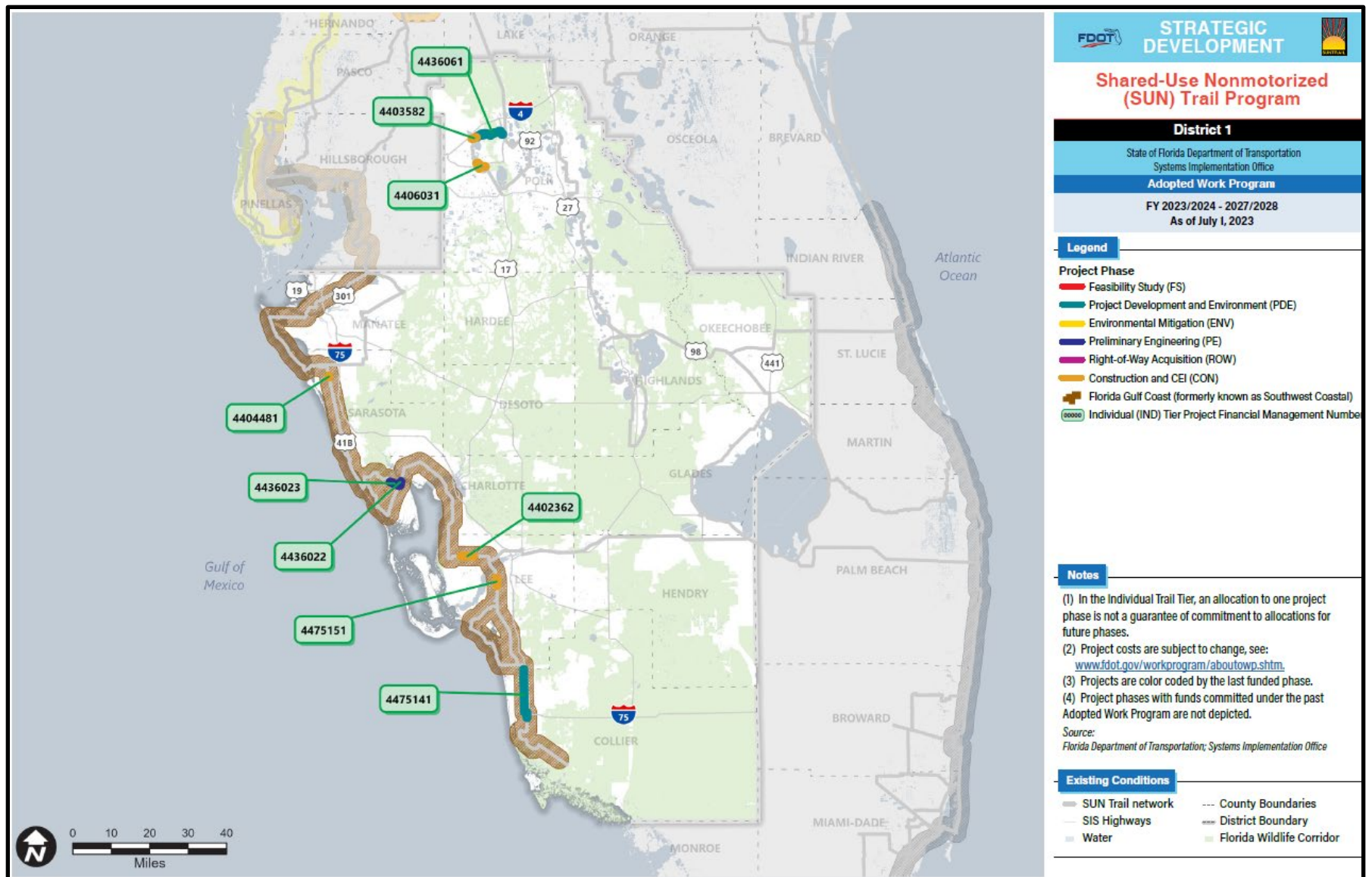


Figure 13: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4475141

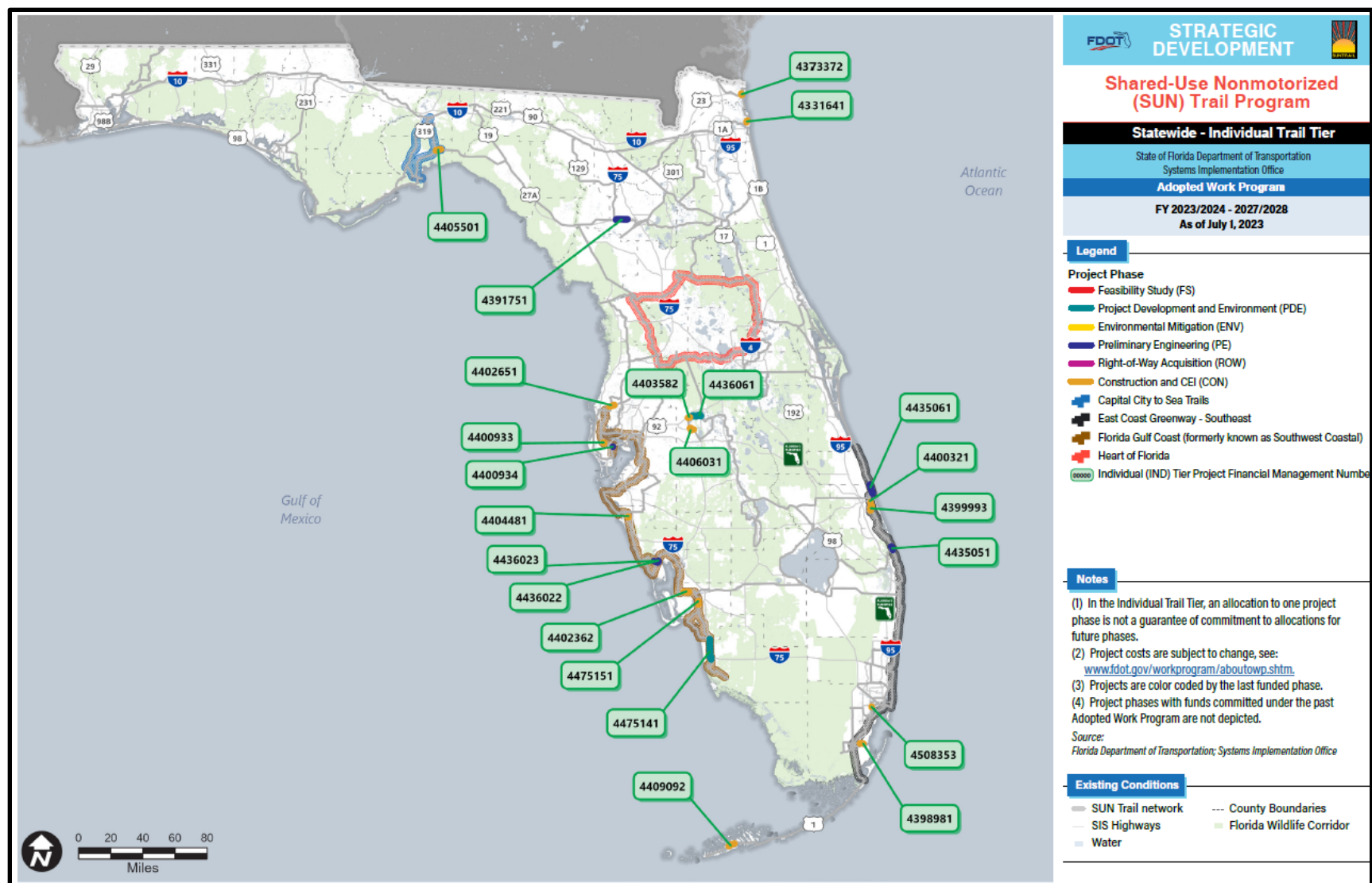
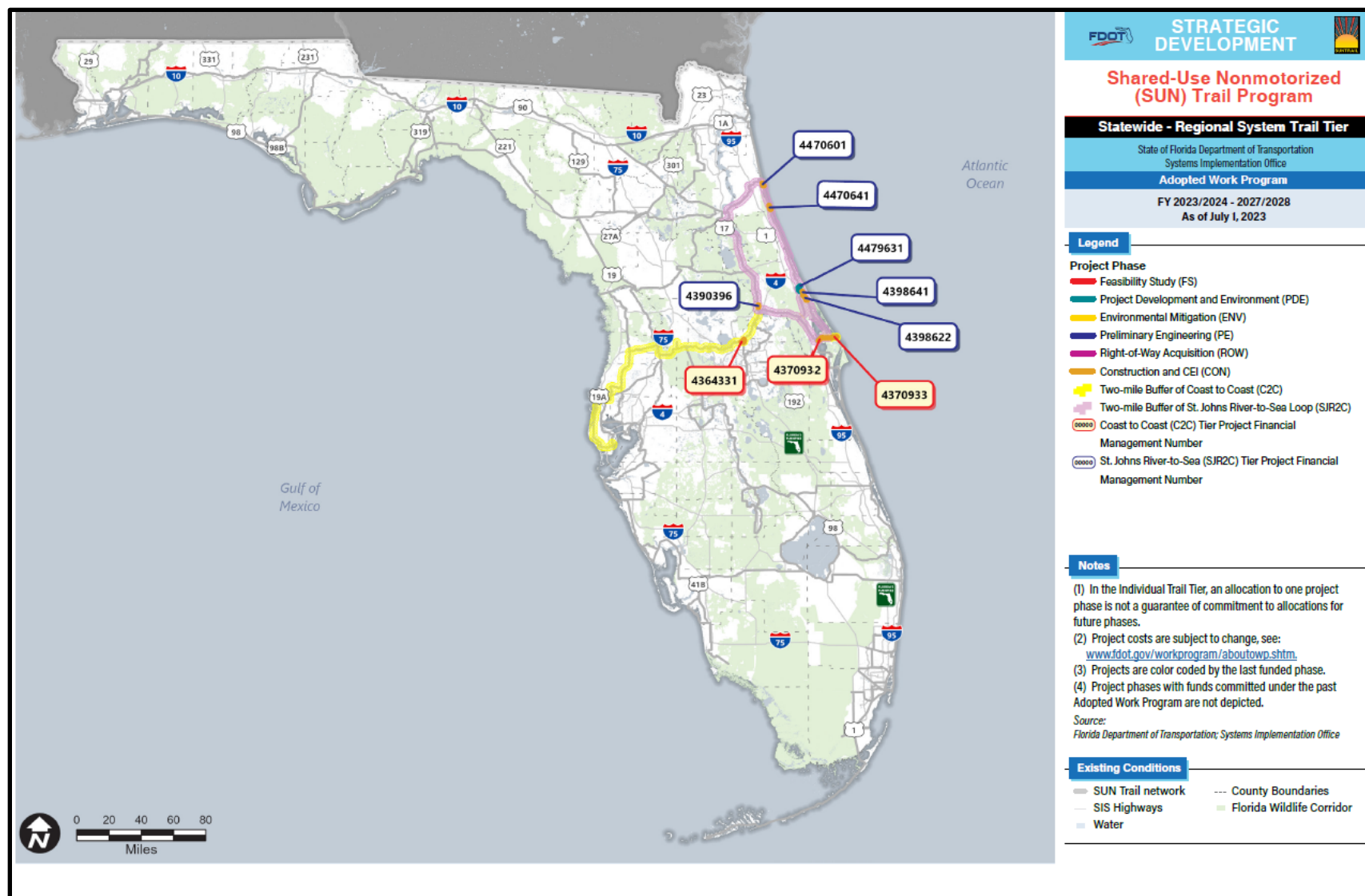


Figure 14: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4406031



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



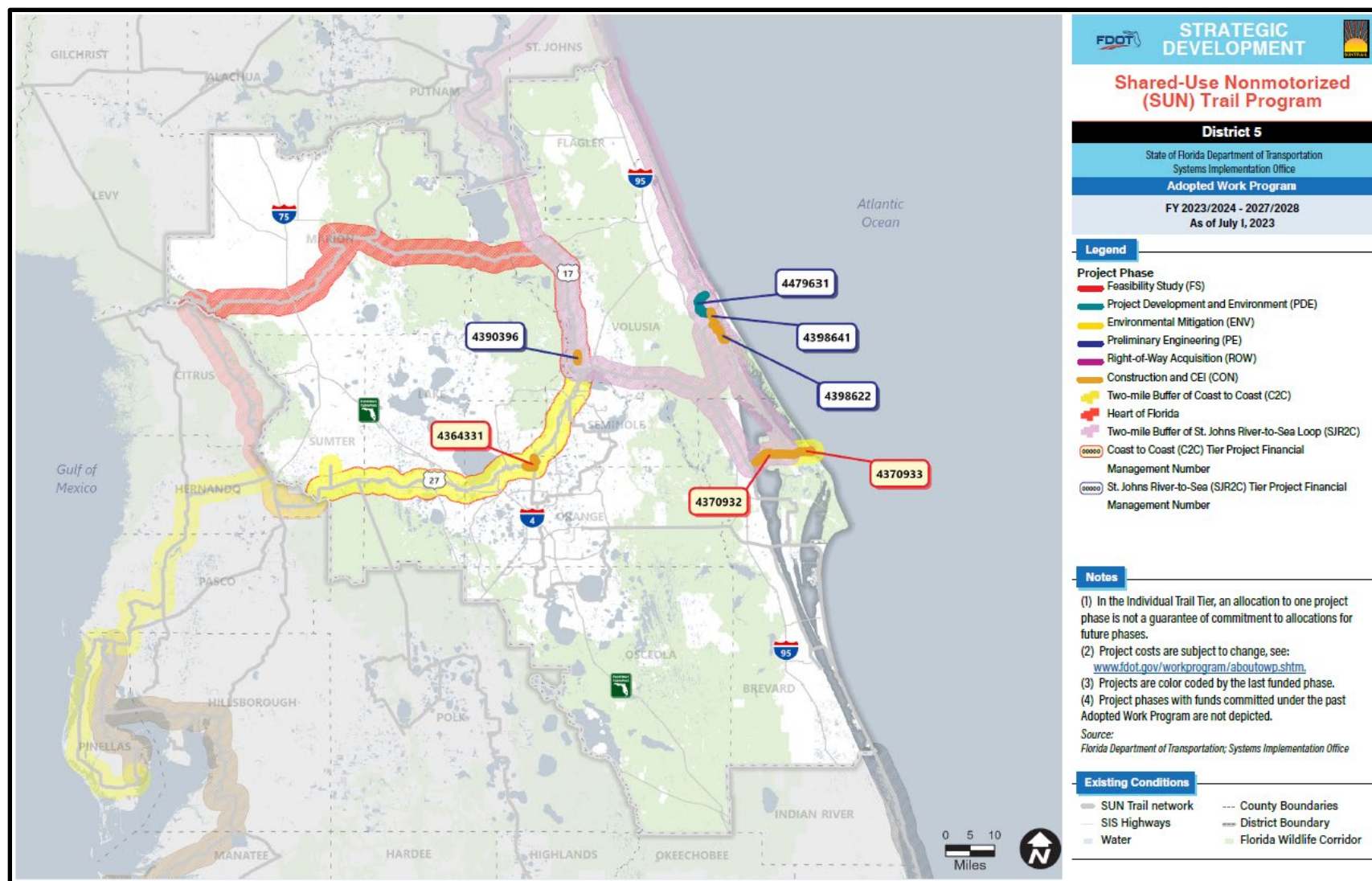


Figure 16: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4364331



## **SECTION 6 - DESIGN GUIDELINES FOR BICYCLE AND PEDESTRIAN FACILITIES**

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

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

### **Designing for All Ages and Abilities**

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

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

### **Compliance and Accessibility Features**

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

Facilities for bicycles must also adhere to accessibility standards. For example, bike lanes should be free from obstacles, have clear markings, and be wide enough to accommodate various types of bicycles and mobility devices. For shared use paths, the Master Plan calls for a minimum width that allows for both





cyclists and pedestrians to coexist comfortably, with extra attention paid to maintaining proper segregation where appropriate, so that users can safely navigate the path without conflicts.

### **FDOT Guidelines**

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

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

### **Key Design Manuals**

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

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



### FDOT Context Classification System

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

The Florida Department of Transportation (FDOT) Context Classification System is an essential framework used to guide the design of transportation facilities that align with their surrounding environments. By identifying the "context" of a roadway or area, planners and engineers can develop infrastructure that balances mobility, safety, and community needs, creating a transportation network that is functional, inclusive, and context sensitive.



## Current FDOT Initiatives Related to Bicycle and Pedestrian Design

### 1. Complete Streets Implementation

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

### 2. Safe Routes to School (SRTS)

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

### 3. Target Zero and Strategic Safety Plan

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

### 4. Florida SUN Trail Network

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

## Integration of FDOT Guidelines into Collier MPO Plans

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

By aligning with FDOT's comprehensive framework, the Collier MPO can deliver a transportation network that reflects the best practices in safety, accessibility, and sustainability. This partnership not only ensures consistent design but also positions Collier County as a leader in creating walkable and bikeable communities in Florida.

## Illustrated Guide to Bicycle and Pedestrian Facilities

The illustrations in this section are intended to help clarify the distinctions between various facility types and where they are typically applied. Facility designs can vary based on many factors including road type, speed, volume, and lane users.



## On-Road Bicycle Facilities

### **Paved Shoulders**

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



### **Audible Pavement Markings**

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



### **Bike Lanes**

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

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







### **Buffered Bike Lanes**

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



### **Separated Bike Lanes**

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



### **High-Visibility Bike Lanes**

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



### **Sharrows**

Sharrows may be used on low-volume, low speed roads where vehicles and bicycles share space. Sharrows are typically located towards the right side of the road as a guide for cyclists.







### **Advisory Shoulders**

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



### **Two-Stage Queue Boxes**

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



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

#### **Shared Use Paths (including Side Paths)**

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



### Pedestrian Crossings on Major Roadways

#### **Pedestrian Hybrid Beacon (PHB) or HAWK**

A Pedestrian Hybrid Beacon, also known as a High-Intensity Activated Crosswalk (HAWK) beacon, is a pedestrian-activated traffic control device featuring flashing yellow lights, steady red signals and a walk indication. PHBs are used to facilitate safe pedestrian crossings at mid-block locations or unsignalized intersections on high-speed or high-volume roads.





### **Rectangular Rapid Flashing Beacon (RRFB)**

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



### **Mid-Block Crosswalks**

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



### **Overpasses and Underpasses**

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



### **Wayfinding**

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





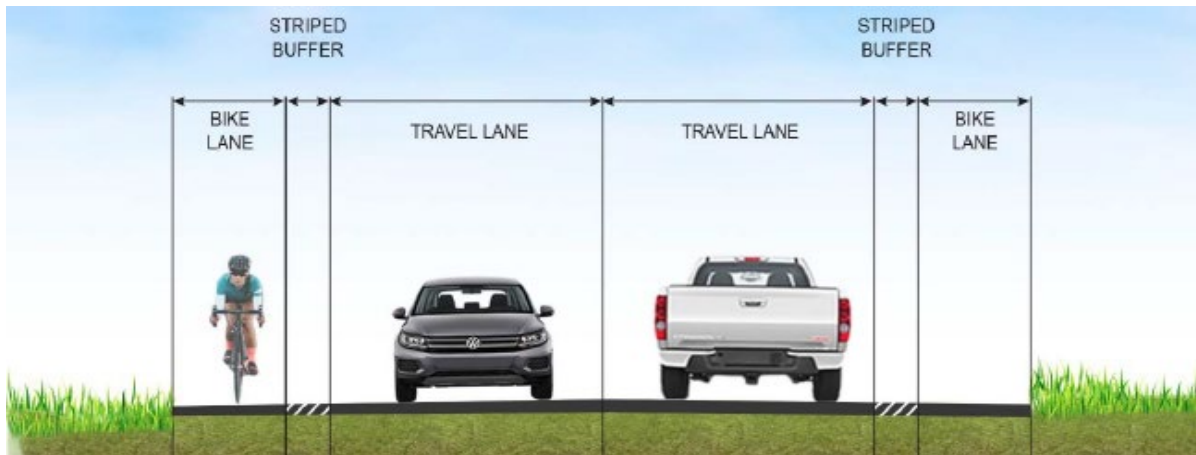


## Illustrative Cross Sections

The guide below illustrates recommended bicycle and pedestrian facilities for Collier County roadways with speed limits of 40 mph or higher. The illustrations are carried over from the 2019 Bicycle and Pedestrian Master Plan. These typical sections emphasize design features aimed at improving safety and accessibility, contributing to a more connected and user-friendly non-motorized network.

### Two-Lane Rural Section

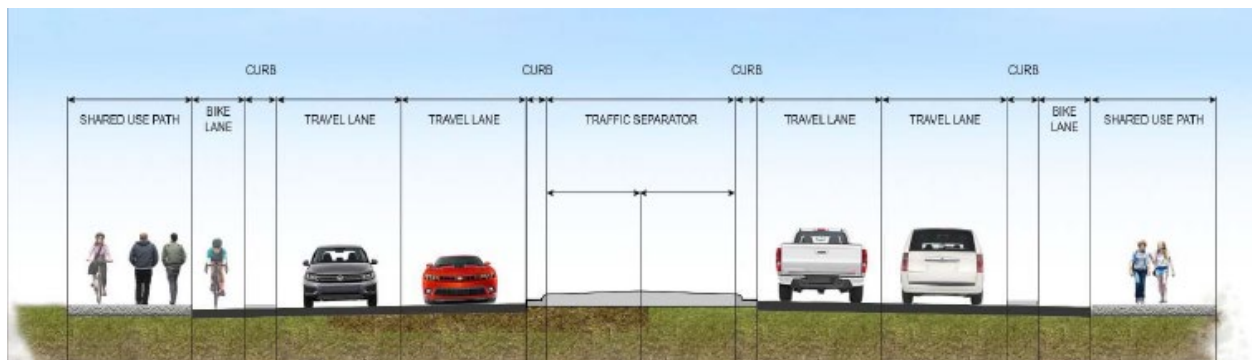
At a minimum, paved shoulders can be provided. Ideally, bike lanes should be implemented, with options for added safety features such as audible pavement markings or buffer zones utilizing various protective elements.



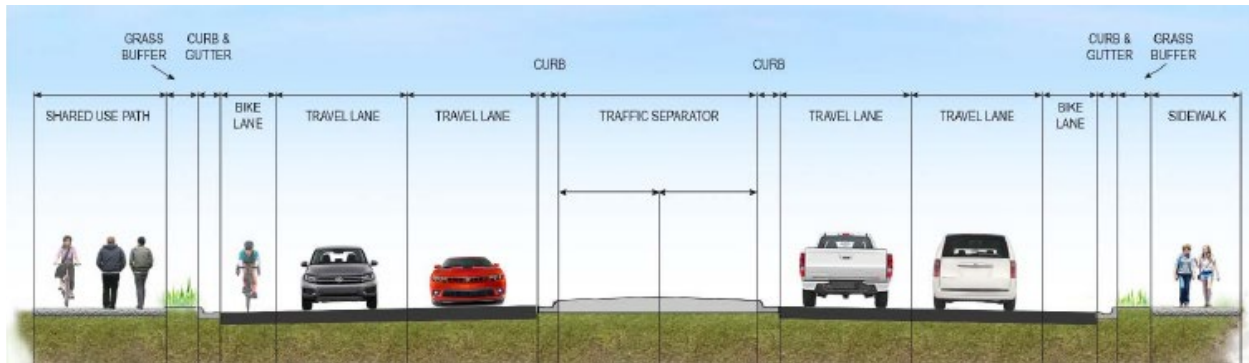
*Figure 17: Two-Lane Rural Section Featuring Bike Lanes*

### Multi-Lane Urban Section

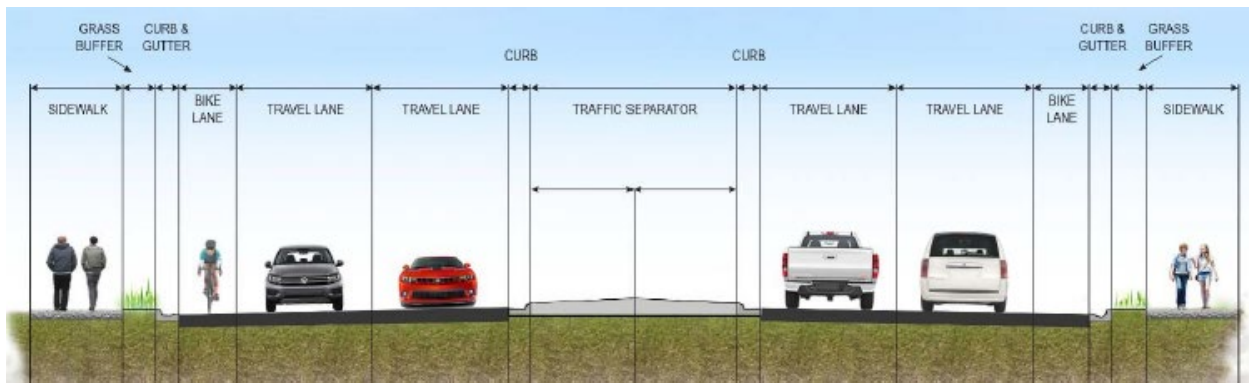
At a minimum, sidewalks should be included, with the preferred option being shared-use paths and protected bike lanes on both sides of the roadway.



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



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



*Figure 20: Sidewalks and Bike Lanes on Each Side*





## SECTION 7 - POLICIES AND IMPLEMENTATION STRATEGIES

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

### **The MPO's Role in Policy Development**

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

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

### **MPO Planning Guidelines**

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

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

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



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

### **MPO Design Guidelines**

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

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

- **Urbanized Areas:**

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

- **Rural Areas:**

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

- **Transitional Zones:**

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

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

Furthermore, the MPO supports member entities planning for and securing sufficient right-of-way (ROW) to accommodate these facilities. Adequate ROW planning ensures that future development can integrate high-quality bicycle and pedestrian infrastructure without compromising safety or accessibility. Anticipating growth and reserving space for future expansions aligns with the MPO's vision for a regionally connected, multimodal network. By aligning infrastructure design with regional goals and considering the unique characteristics of urban, rural, and transitional areas, member entities can create a cohesive and adaptable transportation network that meets the needs of current and future users.



### **Funding Prioritization**

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

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

The Network Needs analysis in Section 5 outlines the MPO's priorities for funding projects. In addition to the current Bicycle and Pedestrian Master Plan, projects from adopted Community Walkability Studies and the Bicycle and Pedestrian Master Plans of the cities of Marco Island, Naples, and Everglades City, as well as the County's Community Redevelopment Areas (CRAs), are considered eligible for funding. All these plans are referenced in the MPO's funding decisions to create a cohesive and regionally connected system.

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

### **Evaluation and Assessment Criteria**

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

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

# COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN



## MPO Call for Projects Process

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

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

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

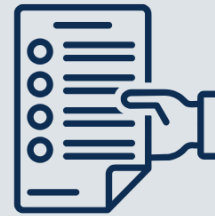
## Eligibility Criteria and Preliminary Assessment

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

**Timeliness:** The submitting agency must confirm that the project can be designed and constructed within the time-period selected for funding.

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

**Funding Availability:** The submitting agency has requested a funding amount that is currently available for



## TIMELINE MPO CALL FOR PROJECTS

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



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



### ELIGIBILITY REVIEW

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

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



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







programming by the MPO and confirmed the availability of any local funds contributed to the project.

### Project Rating and Ranking

The BPAC will conduct the initial rating and ranking eligible of projects using the following criteria. The point systems are intended to be used as a guide. Further testing may lead to adjustment in the point-assignment formulas, subject to MPO staff discretion.

#### Local Projects Evaluation Criteria

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

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

#### Descriptions and Associated Weights

| Criteria                            | Weight (%) | Description                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Safety                              | 35         | Evaluates the project's potential to enhance safety for all users. This includes the analysis of severe injuries and fatalities in the Bicycle-Pedestrian High Injury Network (HIN) in the MPO's Comprehensive Safety Action Plan (CSAP) and other data sources and analytical platforms, the incorporation of targeted safety improvements, and the inclusion of public education initiatives aimed at promoting safe behaviors. |
| Multimodal and Regional Connections | 20         | Assesses the project's integration with other modes of transportation (e.g., transit, biking, walking) and its ability to enhance regional connectivity. Projects that create seamless links between different transportation modes, improve regional mobility, and demonstrate a commitment to eliminating barriers and enhancing ADA accessibility to promote inclusivity for all individuals and abilities will score higher.  |
| Cost/Benefit                        | 20         | Evaluates the cost/benefit of the project, considering the Total Project Cost per Ratio of Permanent Residents per Acre for each Traffic Analysis Zone (TAZ) that the project is within. Projects that demonstrate cost-effectiveness in terms of serving the greatest number of permanent residents, score higher.                                                                                                               |



|                                |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |    | Where the project is on the border between the two, the TAZ with the higher rating will apply.                                                                                                                                                                                                                                                                                                                                                                                  |
| Education                      | 10 | Evaluates the efforts to educate and engage the community regarding bicycle and pedestrian safety, benefits, and infrastructure. Projects that incorporate educational programs, workshops, outreach efforts, or materials promoting safe and sustainable transportation practices will be considered. Consideration will also be given to initiatives that partner with local schools, organizations, and other stakeholders to raise awareness and foster a culture of safety |
| Public Involvement and Support | 5  | Evaluates the level of community engagement and support for the project. Projects with strong public involvement, transparent processes, and demonstrated community backing will receive higher scores.                                                                                                                                                                                                                                                                         |
| Micromobility                  | 5  | Evaluates the project's support for micromobility options such as electric scooters, e-bikes, and other small, lightweight, and low-speed personal transportation devices designed for use on bike lanes or multi-use paths. Projects that integrate infrastructure, connections, and policies to encourage safe, sustainable, and space-efficient micromobility use will score higher.                                                                                         |
| Economic Development           | 5  | Assesses the project's potential to stimulate economic growth, revitalize communities, and attract tourism. Projects that demonstrate potential economic benefits and support local revitalization efforts will score higher.                                                                                                                                                                                                                                                   |

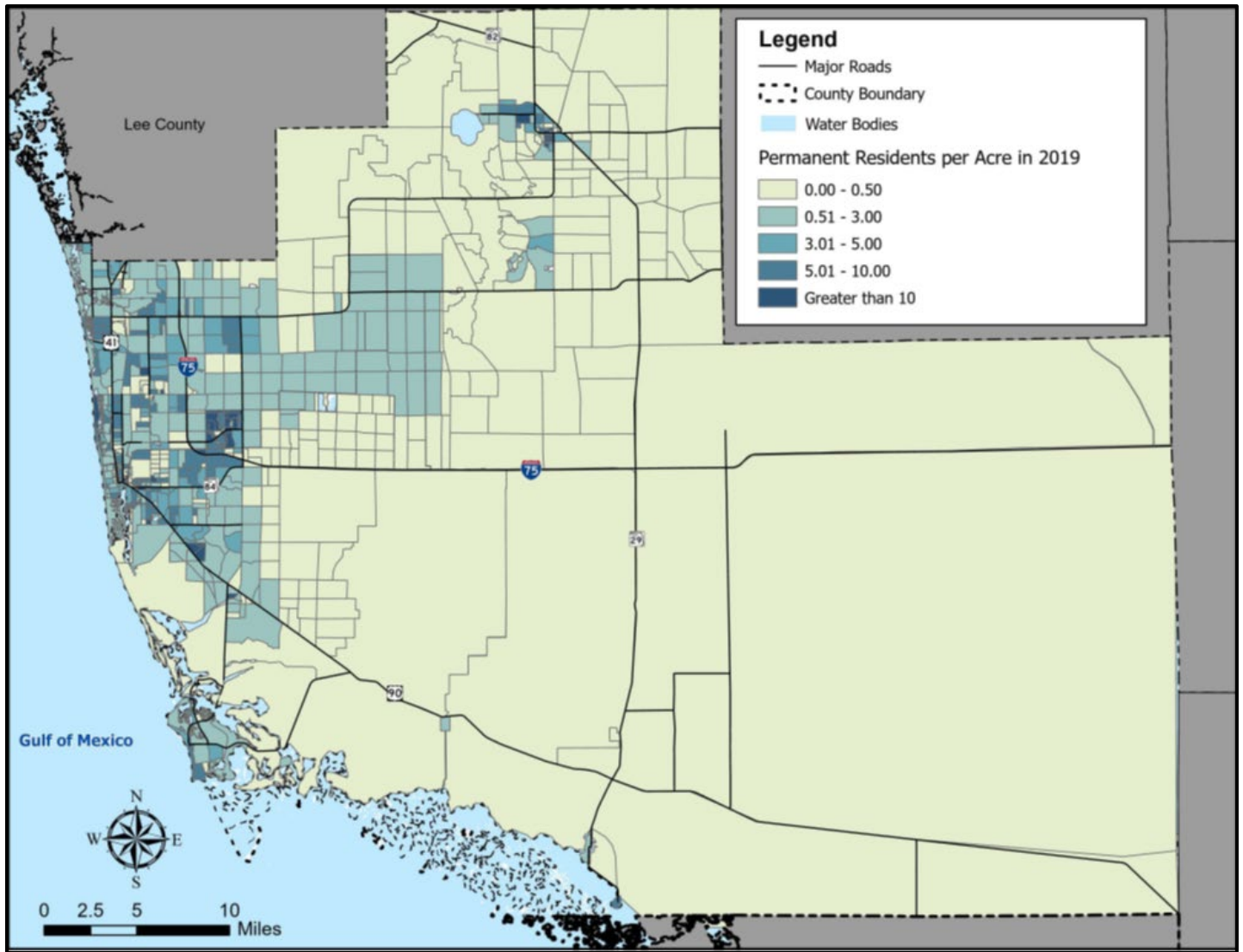
### Scoring System

#### **Cost/Benefit**

See **Figure 21:** Ratio of permanent Residents per Acre in each Traffic Analysis Zone (TAZ) in 2019.  
Source: 2050 Long Range Transportation Plan (LRTP).

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

- Total Project Cost per Permanent Resident by Acre, 3.0 or under – **1 Point**
- Total Project Cost per Permanent Resident by Acre, 3.01-5.0 – **2 Points**
- Total Project Cost per Permanent Resident by Acre, 5.01-10.0 – **3 Points**
- Total Project Cost per Permanent Resident by Acre greater than 10 – **5 Points**



**Figure 21: Ratio of Permanent Residents per Acre in each Traffic Analysis Zone (TAZ) in 2019. Source: 2050 Long Range Transportation Plan (LRTP)**

### Education

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



### Multimodal and Regional Connections

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

### Public Involvement and Support

- The proposed improvement has not been presented or discussed with the public in a formal setting – **1 Point**
- The proposed improvement has shown moderate community engagement and has been discussed in a formal setting through committee and public meetings – **3 Points**
- The proposed improvement has strong public support and has been identified as a priority in this plan – **5 Points**

### Safety

- The proposed improvement addresses a safety concern that has been raised by the public. – **1 Point**
- The proposed improvement addresses a concern based on safety data less than a severe crash but has no analysis of countermeasures. – **2 Points**
- The proposed improvement addresses a serious safety concern of severe crashes supported by statistical and crash data reported in the CSAP, the BPMP, Signal 4 Analytics, County CITIAN, or other data analysis platform. – **3 Points**
- The proposed improvement addresses safety concerns involving severe crashes supported by statistical data and has either a safety audit to measure effectiveness or uses safety countermeasures as described in the CSAP. – **5 Points**
- **Bonus:** The proposed improvement is located on a street segment or intersection identified in the High Injury Network (HIN) from the Collier MPO Comprehensive Safety Action Plan, as described in Section 2, Crash Analysis and Safety Focus, of this Bicycle and Pedestrian Master Plan – **6 Points**

### Micromobility

- The proposed improvement provides no support for micromobility options or related policies – **1 Point**
- The proposed improvement fully supports micromobility by integrating relevant infrastructure and policies – **5 Points**





### Economic Development, Revitalization, Tourism

- The proposed improvement address a local need but will have minimal impact on tourism or the overall appearance of the area – **1 Point**
- The proposed improvement is in a CRA, Trail Town, or identified in a local tourism plan. – **3 Points**
- The proposed improvement focuses on key infrastructure in high traffic tourism areas, enhancing the visual appeal and visitor experience. Beautification efforts, particularly those that increase shade along shared use paths, may also be included if initiated and funded by local government – **5 points**

### Prioritization and Ranking

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

### Regional Projects Evaluation Criteria

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

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



Descriptions and Associated Weights

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



### Scoring System

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

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

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

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

### **Safety**

- The proposed improvement addresses a safety concern that has been identified and raised by the public. – **1 Point**
- The proposed improvement addresses a concern based on safety data that is less than a severe crash but has no analysis of countermeasures. – **3 Points**
- The proposed improvement addresses safety concerns involving severe crashes and is backed by statistical data showing the need for improvement along with a safety audit to measure effectiveness or uses safety countermeasures as described in the CSAP. – **5 Points**

### **Cost**

See **Figure 21:** Ratio of Permanent Residents per Acre in each Traffic Analysis Zone (TAZ) in 2019. Source: 2050 Long Range Transportation Plan (LRTP), in Local Projects Evaluation Criteria.

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

- The proposed improvement costs exceed \$1 million, or the trail corridor is within 5 miles of a TAZ showing Permanent Residents by Acre of between 0.51-3.0. – **1 Point**
- The proposed improvement costs exceed \$750,000, or the trail corridor is within 5 miles of a TAZ showing Permanent Residents by Acre of between 3.01-5.0. – **2 Points**
- The proposed improvement costs between \$500,000 and \$750,000, or the trail corridor is within 5 miles of a TAZ showing Permanent Residents by Acre of between 5.01-10.0 – **3 Points**
- The proposed improvement costs less than \$500,000, or the trail corridor is within 5 miles of a TAZ showing Permanent Residents by Acre of greater than 10.0. – **5 Points**



### Connectivity

- The proposed improvement completes the trail and adds to the overall trail alignment but does not close any gaps and or provides linkage to areas that have been previously disconnected – **1 Point**
- The proposed improvement adds to the overall trail alignment and provides connection to existing trails – **3 Points**
- The proposed improvement adds to the overall trail alignment and provides connection to existing trails and completes a gap to connect a population that were once recently disconnected – **5 Points**

### Feasibility

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

### Economic Development

- The proposed improvement addresses a local need but will have minimal impact on tourism or the overall appearance of the area. – **1 Point**
- The proposed improvement is in a CRA, Trail Town or as identified in a local tourism plan. – **3 Points**
- The proposed improvement focuses on key infrastructure in high traffic tourism areas, enhancing the visual appeal and visitor experience. Beautification efforts, particularly those that increase shade along shared use paths, may also be included if initiated and funded by local governments. – **5 Points**

### Project Phase

- The proposed improvement is currently requesting preliminary design or feasibility study funding – **1 Point**
- The proposed improvement has completed all required planning and design phases, obtained all approvals and permitted, and is ready for construction – **5 Points**





### Prioritization and Ranking

**1. Ranking** – Projects are ranked in descending order, with the highest total scores given priority as they offer the greatest overall value based on the selected criteria. The top-ranked project should be prioritized first, as it has shown the most significant impact across key areas, ensuring that resources are allocated to the most beneficial projects for the community. Flexibility is important, as changes in funding, community needs, or other factors may require adjustments to priorities. Regular reviews will help ensure that the SUN Trail Network continues to meet its goals effectively.

**2. Review and Adjustment** – The BPAC may review and adjust scores or project prioritization to align with goals of the BPMP when reviewing the initial ranking and distribution.

**3. Final Order** – The final list of projects will reflect both the scoring and equitable distribution across the County. Projects will be ordered within each municipality based on their score, and the overall prioritization system will be designed to maximize impact and benefit for all residents of Collier County. The BPAC's priority recommendations will be reviewed by the Citizens and Technical Advisory Committees and presented to the MPO Board. The Board has final approval authority and may make changes accordingly.

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

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

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



## Federal Programs

### **1. Surface Transportation Block Grant Program (STBG)**

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

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

### **2. Highway Safety Improvement Program (HSIP)**

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

### **3. Recreational Trails Program (RTP)**

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

### **4. Federal Transit Administration (FTA) Funds**

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

### **5. National Highway Traffic Safety Administration (NHTSA) Funds**

NHTSA provides funding to state DOTs for programs and activities aimed at improving traffic safety and reducing crashes, serious injuries, and fatalities. NHTSA funds are apportioned annually based on population and road miles, with occasional additional funding for specific program areas



if there is documented evidence of need. These funds can be used for various safety programs, including pedestrian and bicycle safety, and are awarded by FDOT as sub-grants to traffic safety partners.

**Emphasis areas under the pedestrian and bicycle safety program include:**

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

**State and Local Funding**

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

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

**Opportunities for Collaboration and Technical Assistance**

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

**Supporting National, State, and Local Legislative Initiatives**

Efforts to combat aggressive driving and speeding include:

- Enforcing speeding and aggressive driving laws by focusing on high-risk locations
- Incorporating technology and other innovations at high-risk locations
- Evaluating hotspots and implementing appropriate engineering countermeasures to control speed and reduce aggressive driving



### **Technical Assistance**

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

### **Shared-Use Non-motorized (SUN) Trail Network**

Managed by the Florida DEP Office of Greenways and Trails, the SUN Trail program funds non-motorized, paved, shared use trails that are part of the Florida Greenways and Trails System. The Southwest Coast Connector Trail alignment is eligible to receive SUN Trail funds if local entities agree to assume maintenance responsibilities. For more information about the program and eligibility, visit the SUN Trail Program<sup>18</sup>.

### **USDOT BUILD Grant Program**

The Better Utilizing Investments to Leverage Development Grant Program, formerly known as the RAISE and TIGER programs, provides funding for multi modal, multi-jurisdictional transportation projects that are difficult to support through traditional Department of Transportation programs. With nearly 14.3 billion dollars dedicated to fifteen rounds of National Infrastructure Investments, BUILD focuses on projects with significant local or regional impacts. Funding is available to a wide range of public entities including municipalities, counties, port authorities, tribal governments, and metropolitan planning organizations, enabling direct collaboration with those who own and maintain transportation infrastructure. For more details and application guidance, visit the USDOT BUILD Grant Program<sup>20</sup>.

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

<sup>18</sup> [www.floridasuntrail.com](http://www.floridasuntrail.com)

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





## **Plan Monitoring and Reporting**

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

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

## **Safety Performance**

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

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

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

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

## **Network Expansion Performance**

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

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



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

### **BPMP Priority Project Implementation Performance**

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

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

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

### **Agency Distribution**

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

### **Plan Updates and Amendments**

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

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

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



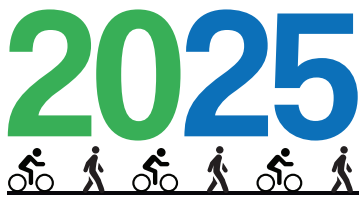
## **COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN**



COLLIER METROPOLITAN PLANNING ORGANIZATION  
2885 HORSESHOE DRIVE S.  
NAPLES, FL 34104  
PHONE: (239)-252-8192







**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.<br>Widen Oil Well and add shoulder | <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> |
| 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                                                 |                                                                                                                                                                                                                                                       |

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**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

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**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!”

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**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:





Southbound Goodlette-Frank Rd, from Orange Blossom Dr to Carica Rd:



**Response: 10/30/2024**

**Provided by Anthony Arfuso – BPMP Consultant, Capital Consulting**

“Thanks for pointing out these two locations! After looking into it, you’re right—there’s no sidewalk on the eastbound section of Pine Ridge Rd between Forest Lake Blvd and Woodshire Ln. We’ll get that linework corrected and remove the section that currently shows a sidewalk.

Regarding the second location on Goodlette-Frank Rd between Orange Blossom and Carica Rd, you’re also correct: there’s no sidewalk on the west side, but there is one on the east side. I’ll update the interactive map to remove the linework for the west side of the road.

Appreciate you catching these and sharing your feedback!”

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**Comment 011**

**Date of Comment: 10/30/24**

**Comment Received: 10/30/2024**

**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.”

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**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.”

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**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.”

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**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.”

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**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.”

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**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.

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**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*



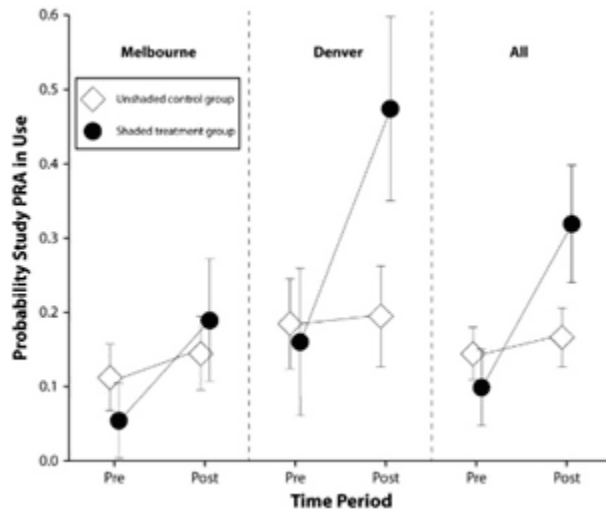
*account* (“comfort” is in the search results but mostly in the context of safety). Imagine walking or biking the Rich King HOT way in July...



*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.”

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**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.”

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**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.”

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**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."



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**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.”

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**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!

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**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”.

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## COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN



## APPENDIX B: SUMMARY OF PUBLIC SURVEY RESULTS





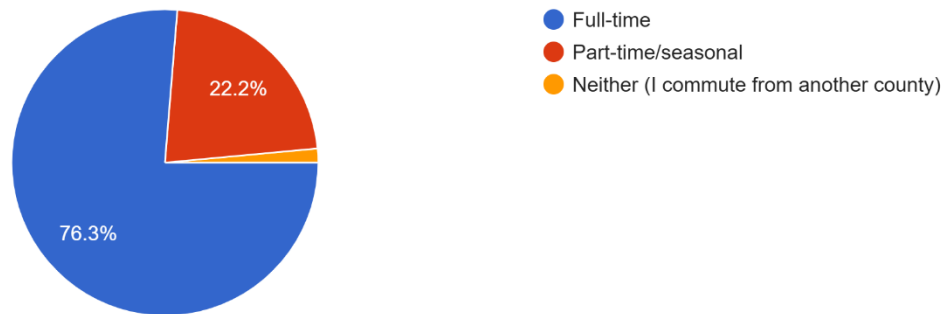


## Appendix B: Summary of Public Survey Results

### Public Survey 1

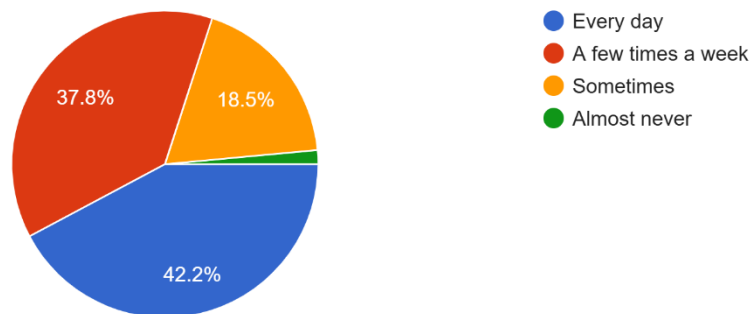
1. Are you a full-time or part-time resident of Collier County?

135 responses



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

135 responses

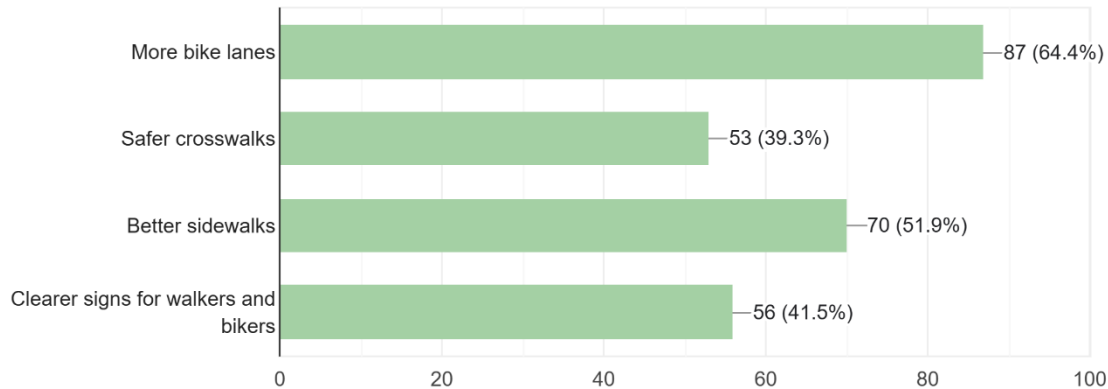






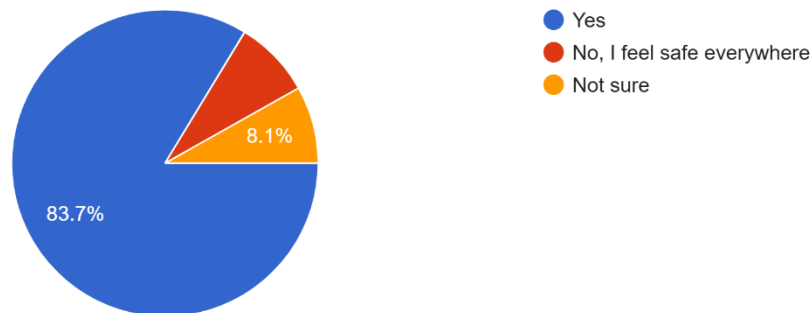
### 3. What would make you want to walk or bike more in Collier County?

135 responses



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

135 responses



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

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



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



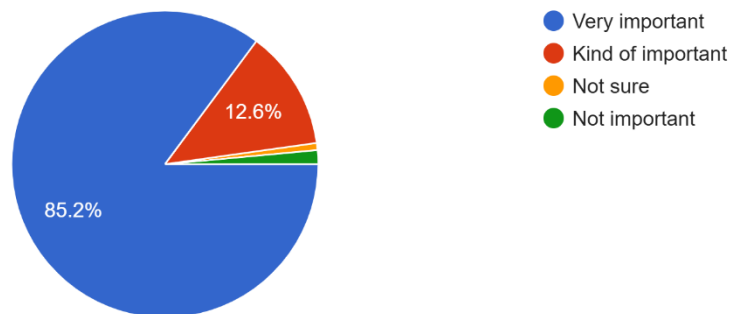
- Can't bike in a lot of areas due to no lanes.
- Traffic, unsafe drivers
- Winterberry bridge
- Everywhere, especially East Naples
- Collier Blvd from Tamiami Trl to Marco Island, Tamiami Trl east from Fiddlers Creek Publix plaza.
- Cannot bike on certain roads on Marco so need to use the sidewalks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



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

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

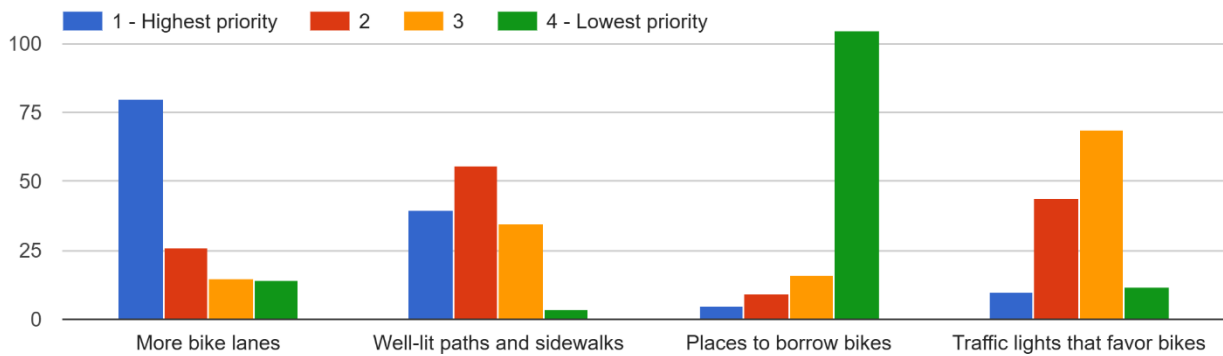
135 responses





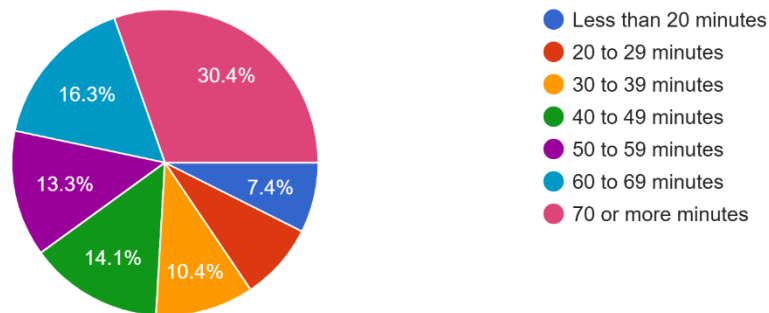


6. What would make you want to walk or bike more instead of driving?



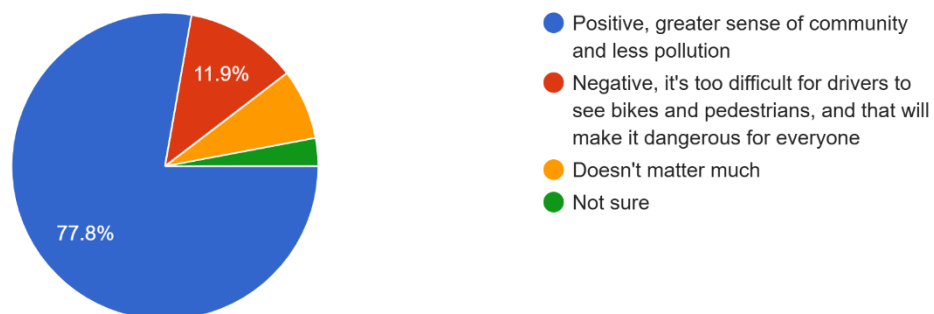
7. How much time do you spend walking or biking on an average weekday?

135 responses



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

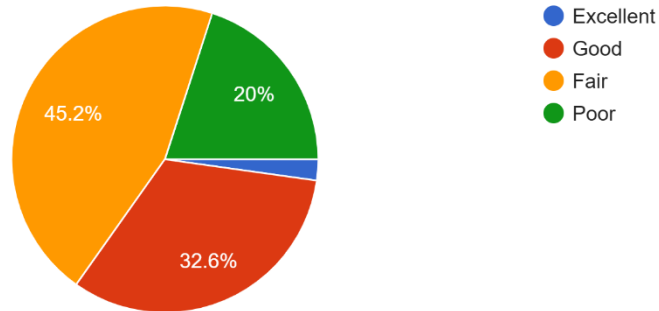
135 responses





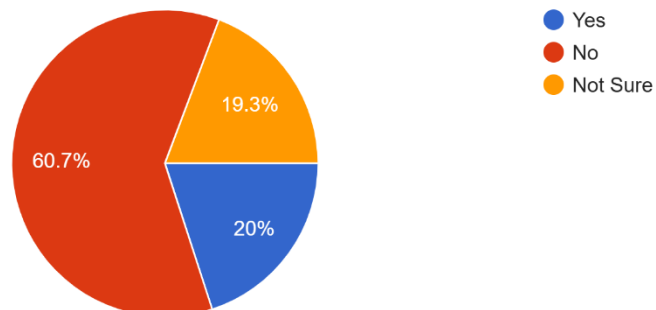
9. How would you rate the overall transportation infrastructure in Collier County?

135 responses



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

135 responses





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

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



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

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





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

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



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



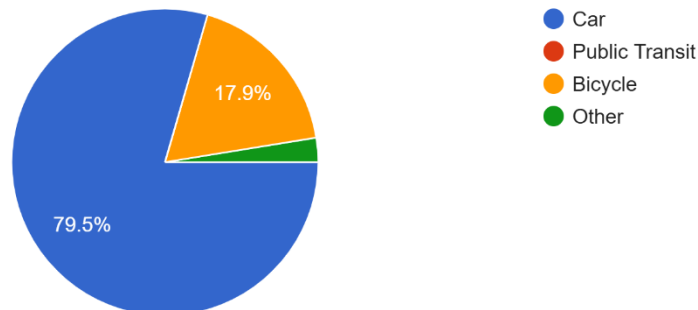
- I won't ride my bike in bike lanes on a busy road. We need more shared path sidewalks that are away from car traffic. we also need more public transportation so people can take a bus or trolley up and down collier Blvd.
- I will not bike on the roadway due to safety concerns
- Figure out how to have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

## Public Survey 1: Committee

### Section 1 – Preferred Mode of Transportation

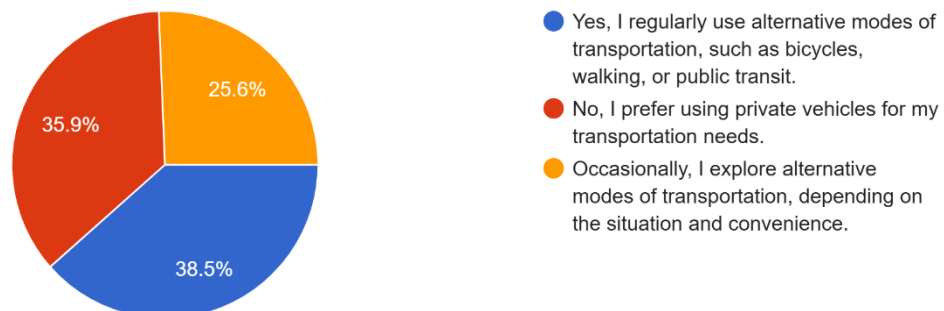
#### 1. What is your primary mode of transportation for daily commuting?

39 responses



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

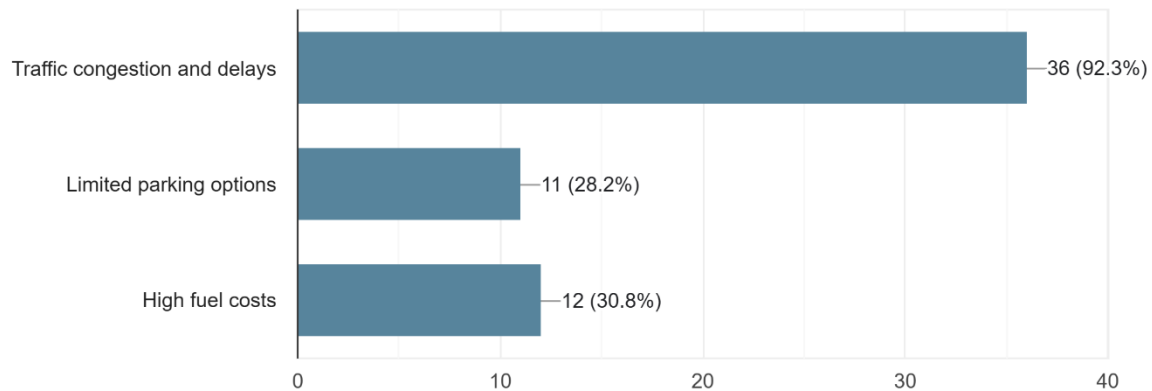
39 responses





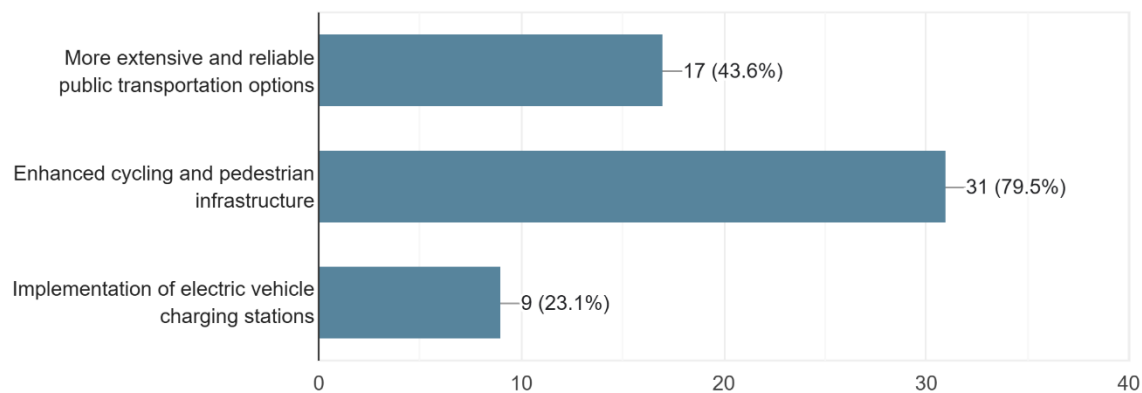
### 3. What challenges or obstacles do you face in using your preferred mode of transportation?

39 responses



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

39 responses

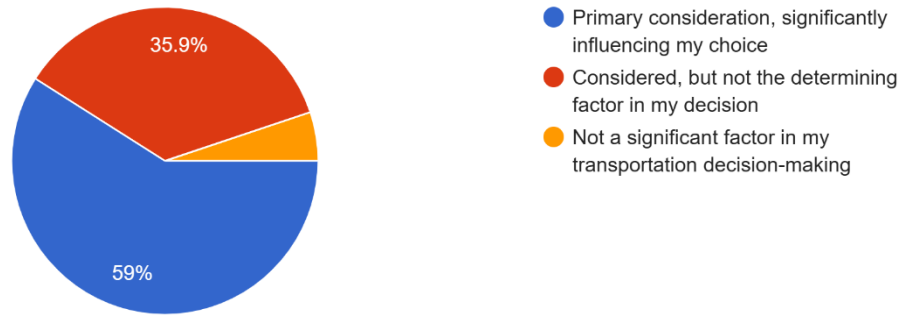






5. What role do safety and security play in your decision to choose a particular mode of transportation?

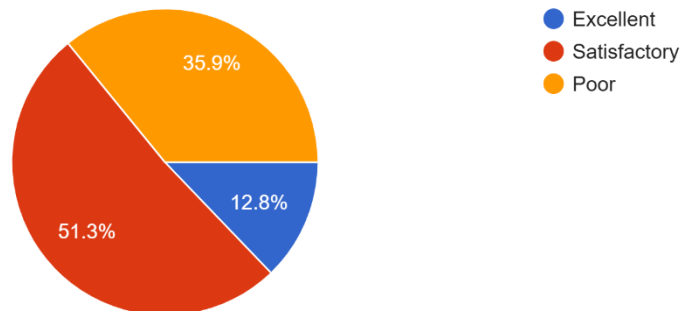
39 responses



## Section 2 – Existing Facilities

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

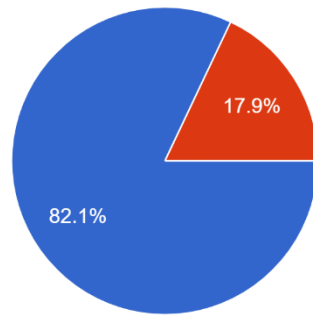
39 responses





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

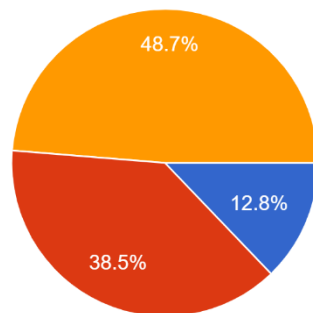
39 responses



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

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

39 responses

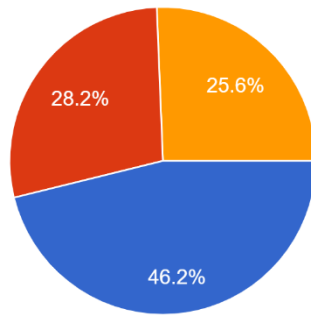


- Excellent - There are well-maintained bike lanes and extensive cycling infrastructure
- Adequate - There are some bike lanes, but improvements could be made to enhance cycling infrastructure
- Poor - The availability of bike lanes and cycling infrastructure in my community is insufficient and needs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



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

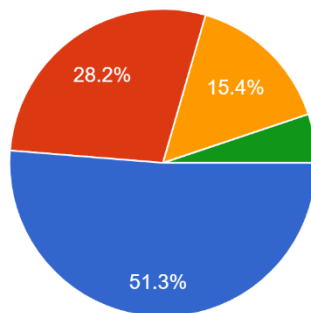
39 responses



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

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

39 responses

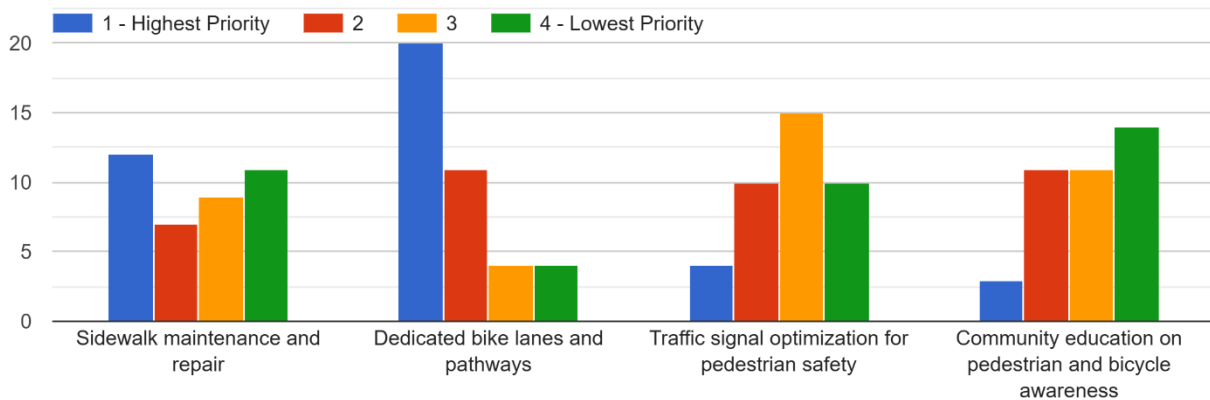


- Yes, expand bike lanes and pedestrian pathways
- Yes, implement traffic calming measures to enhance safety for cyclist and pedestrians
- No, current facilities meet community needs adequately
- Unsure, further assessment and community input needed



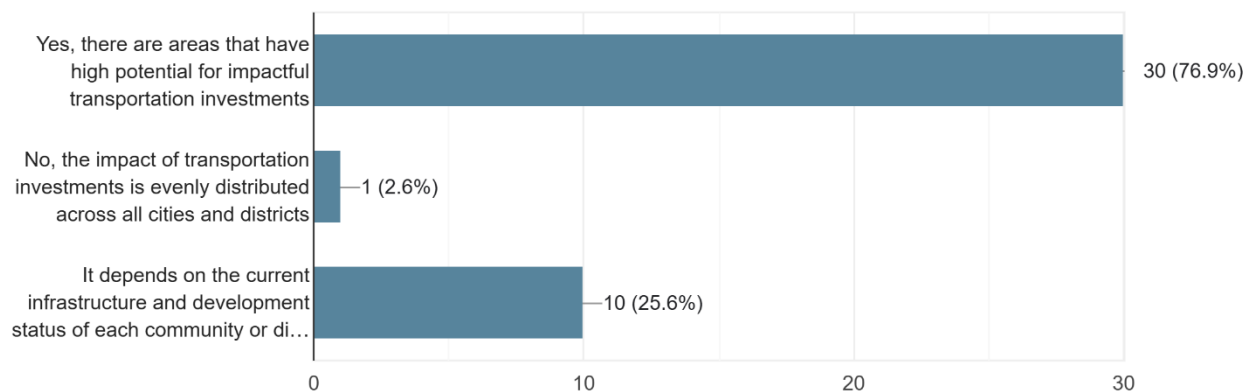
## Section 3 - Priority Areas

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



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

39 responses

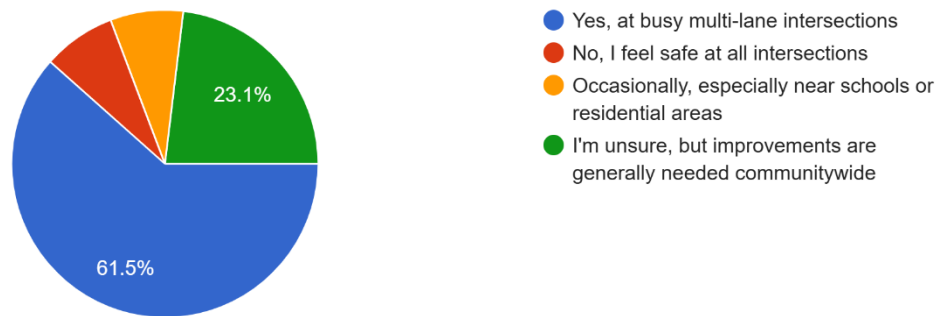






3. Are there particular intersections or crossings where you feel urgent improvements are needed to ensure pedestrian and cyclist safety?

39 responses



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

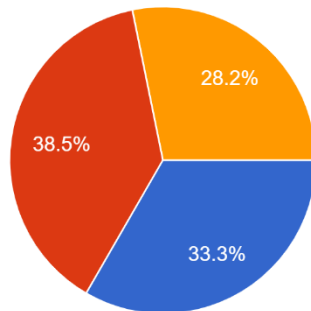
- San Marco/Barfield
- Goodlette and Pime Ridge, where right turn lane does not stop. So horrid to try to ride a bike through these types of curved lanes that do not require cars to stop. Too many frightening experiences to list! All these similar turn lanes are problematic.
- Collier and 41
- Really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



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

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

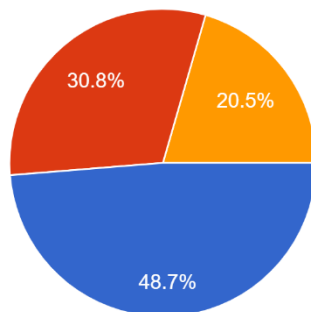
39 responses



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

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

39 responses



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



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

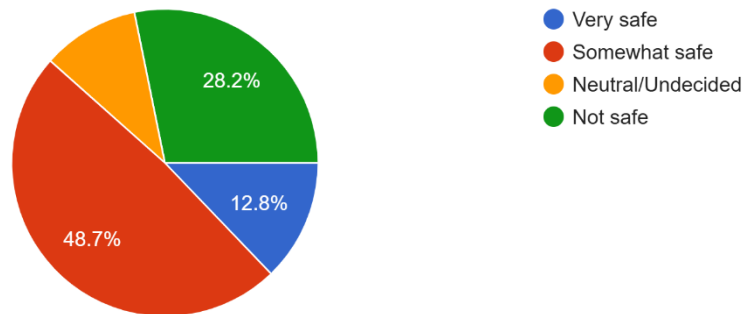
- All major north/south and east/west on Marco. Sandhill should be included.
- All major collector streets should have a wide bike trail
- 951 - Jolley Br to 41, 92 Goodland Br to 41
- Collier Road and 951. On 951. They'll be more apartments and condos therefore more traffic, it's already bad.
- US 41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



## Section 4 – Safety

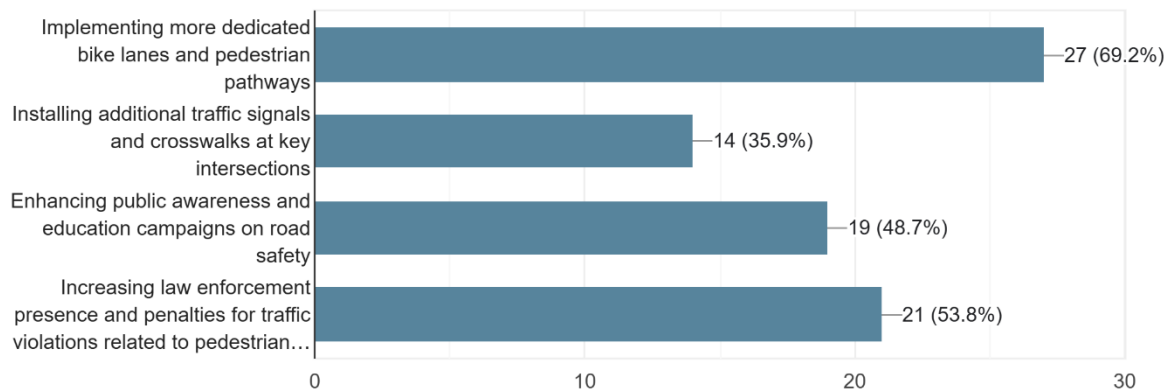
1. How safe do you feel when walking or cycling in your community, especially during different times of the day?

39 responses



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

39 responses

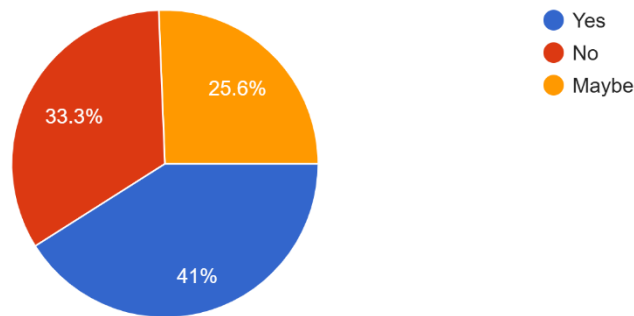






3. Are there intersections or road crossings where you feel additional safety features, such as traffic signals or crosswalk enhancements, are needed? If s...ify locations of intersections and road crossings.

39 responses



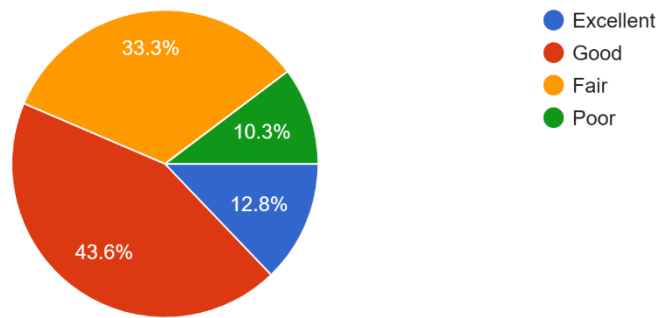
If you said "Yes" to Question 3, please specify which intersections or road crossings:

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



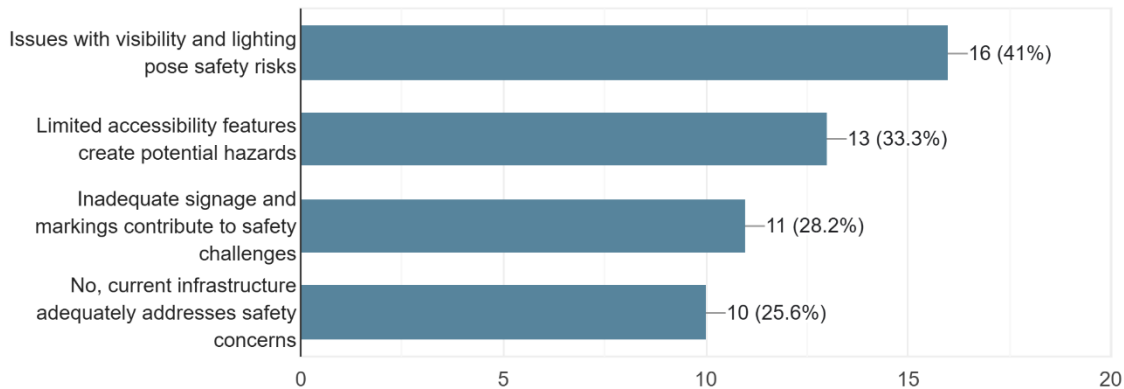
4. How would you rate the visibility and condition of street lighting along pedestrian and cycling routes in your community?

39 responses



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

39 responses

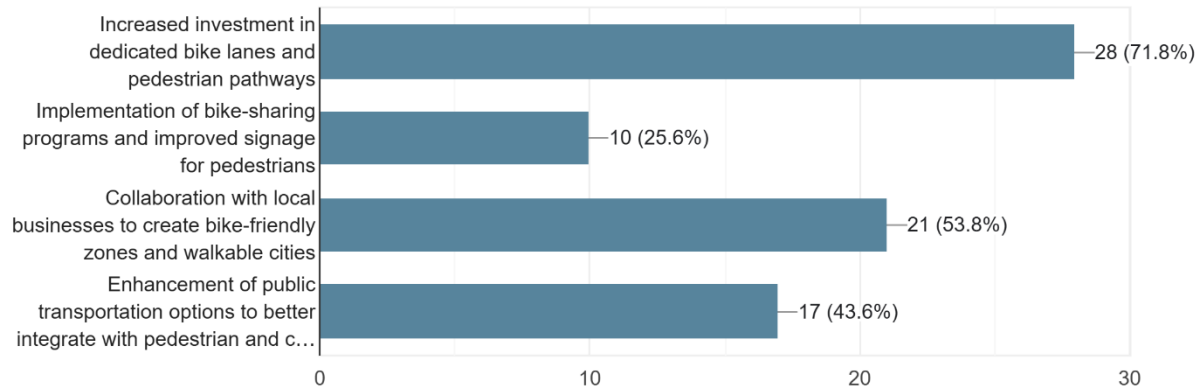




## Section 5 – Future Goals

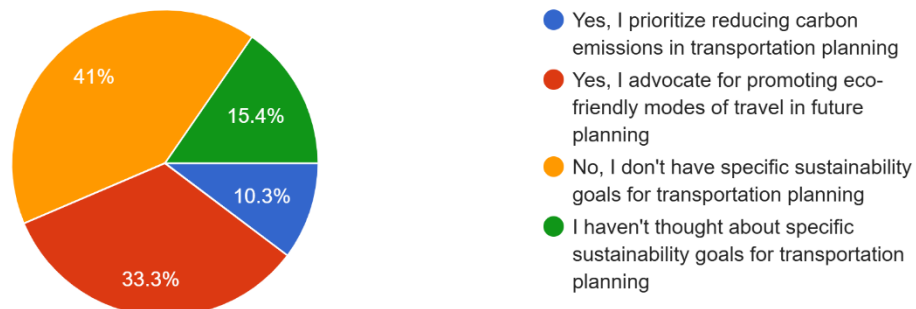
### 1. What are your aspirations for the future development of pedestrian and bicycle infrastructure in your community?

39 responses



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

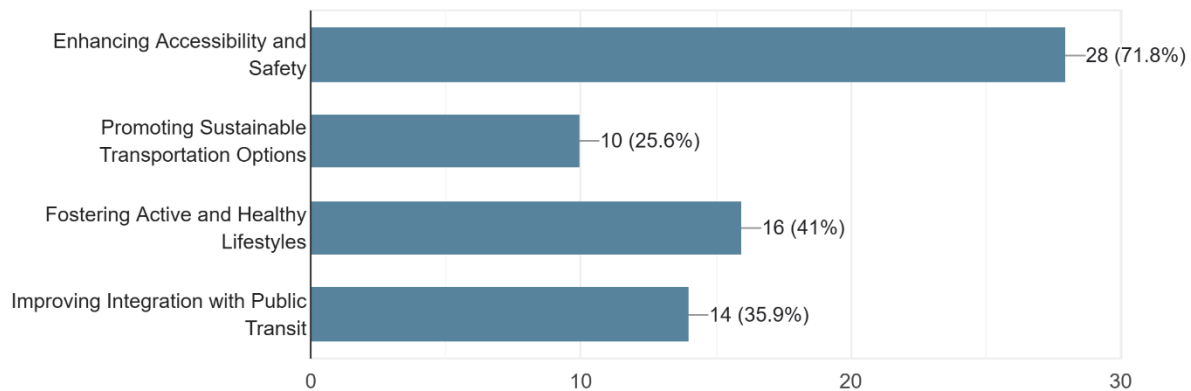
39 responses





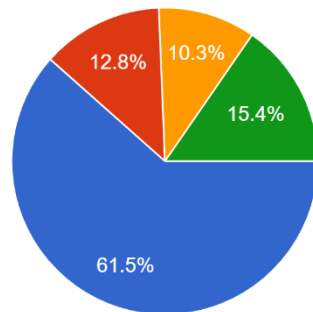
### 3. In terms of connectivity, what goals do you have for creating seamless pedestrian and cycling networks within your community?

39 responses



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

39 responses



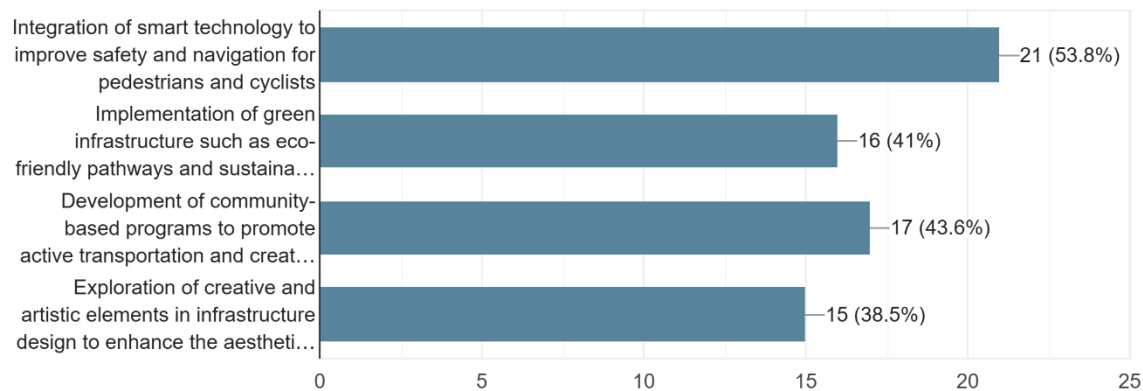
- Yes, I believe setting specific targets is crucial for improving walkability and bike-ability
- No, I think the current conditions are sufficient, and specific targets are unnecessary
- I'm unsure, and further evaluation is needed to determine the appropriate t...
- It depends on community input and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





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

39 responses

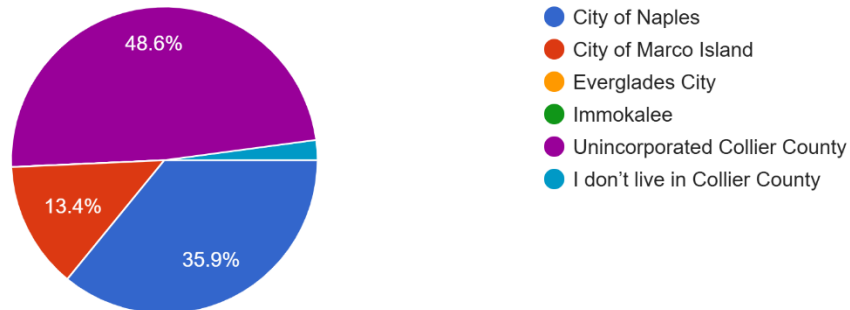




## Public Survey 2

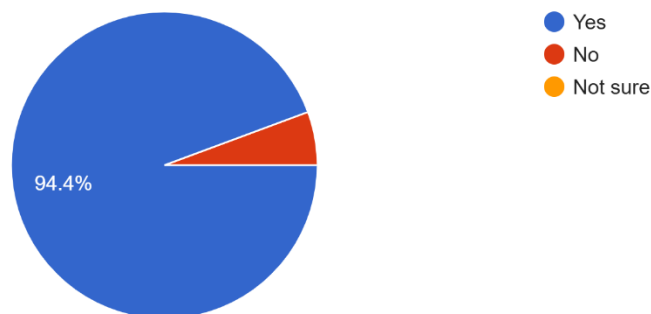
Which area of Collier County do you live in?

142 responses



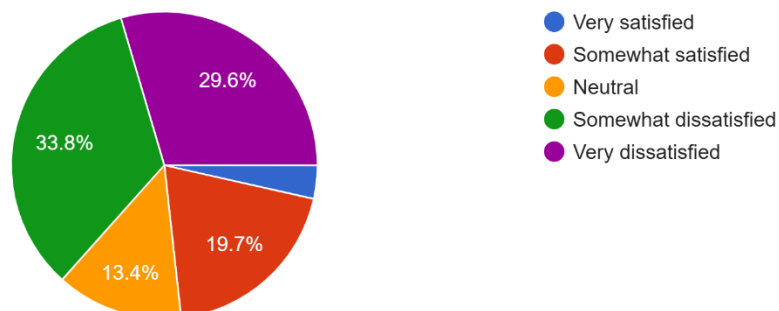
Have you ever used any bicycle or pedestrian facilities (e.g., bike lanes, shared-use paths, sidewalks) in your community?

142 responses



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

142 responses

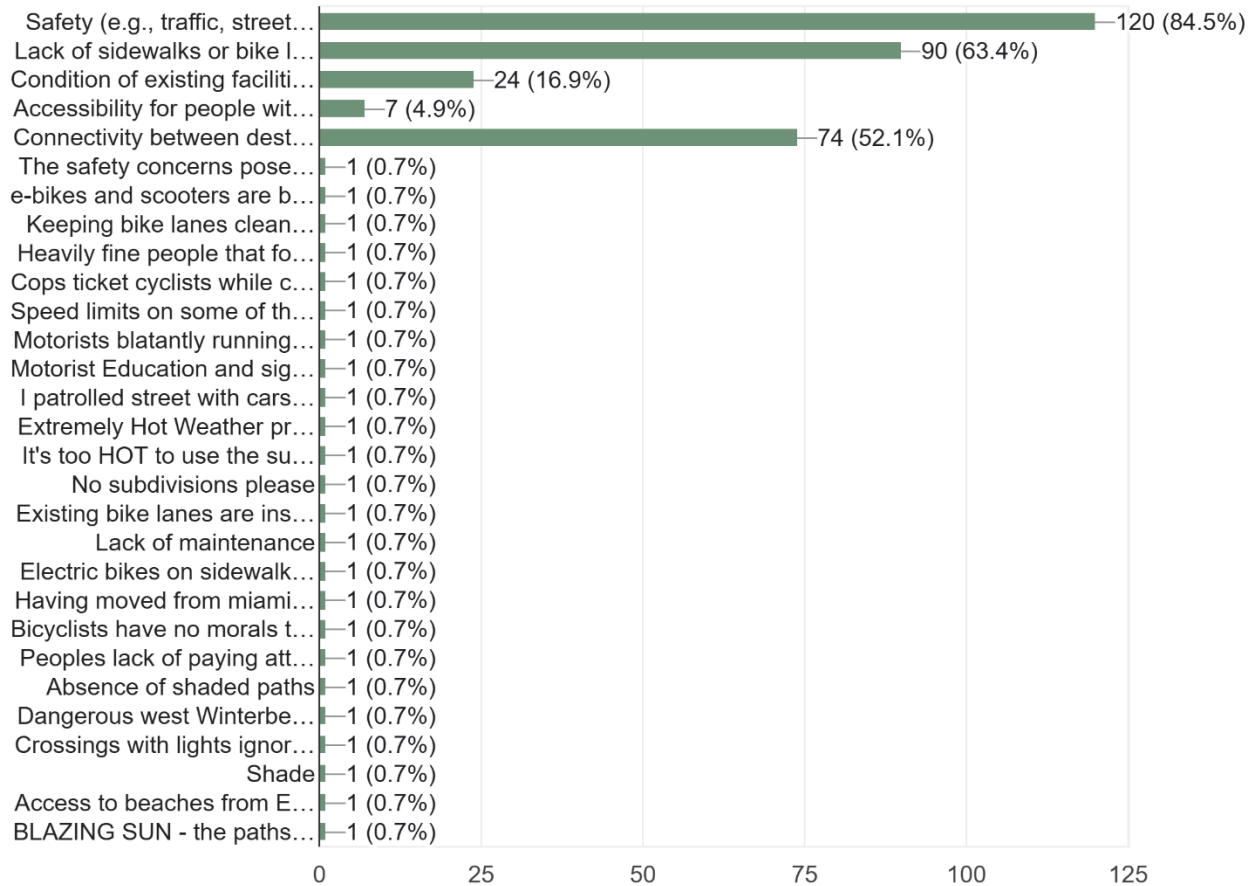


# COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN

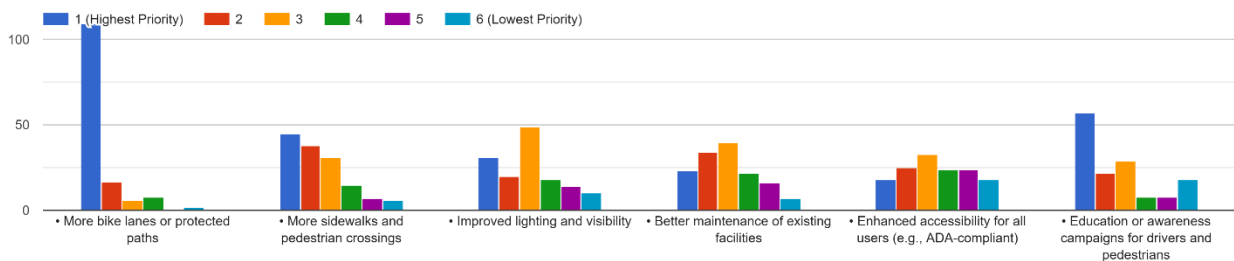


What are your biggest concerns regarding biking and walking in your community? (Select all that apply)

142 responses



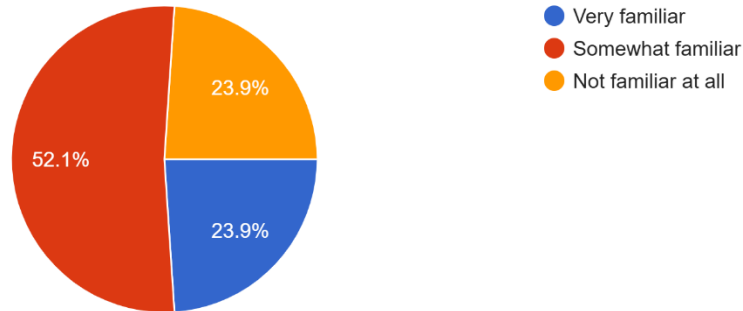
What types of improvements would you prioritize for making your community more bicycle- and pedestrian-friendly? Please rank the following in order of importance, from 1 (Highest Priority) to 7 (Lowest Priority):





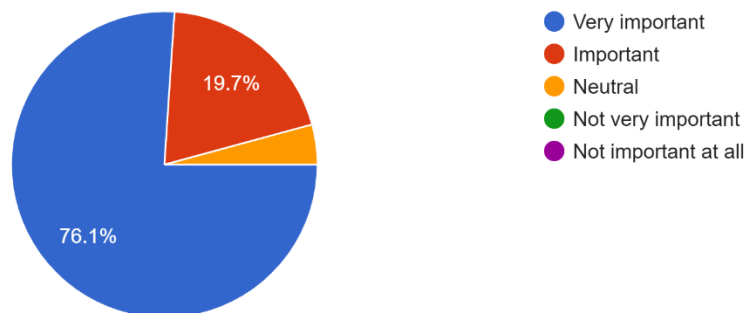
How familiar are you with the concept of a Bicycle-Pedestrian Master Plan?

142 responses



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

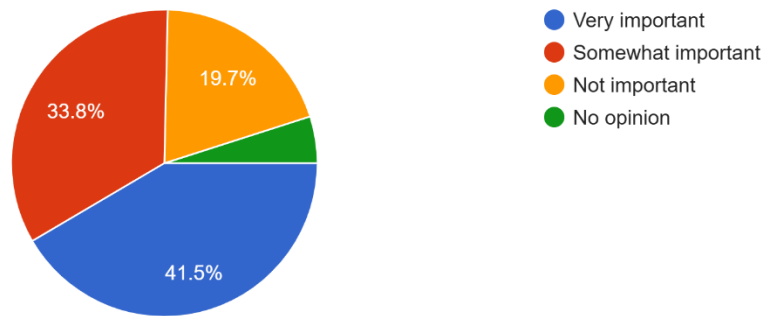
142 responses





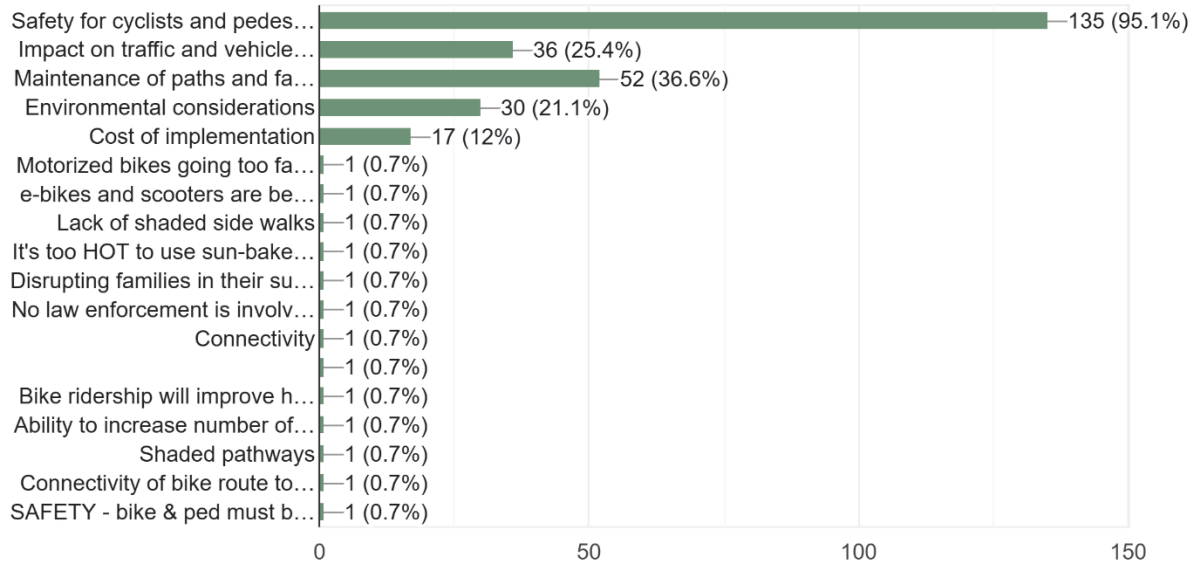
How important is it for the Bicycle-Pedestrian Master Plan to include connections to public transit or micromobility options (e.g., scooters, bike-sharing)?

142 responses



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

142 responses

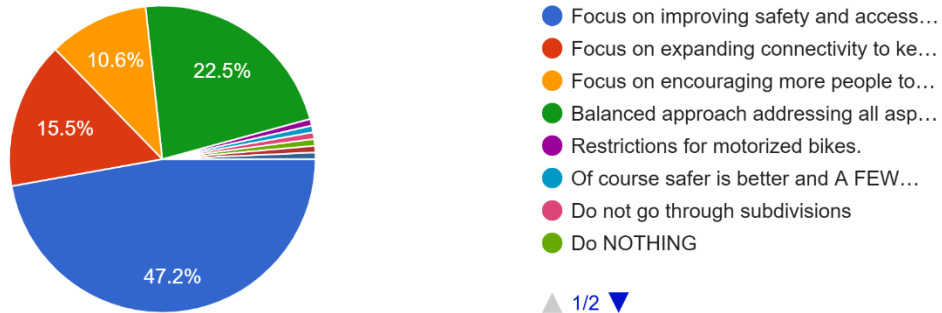






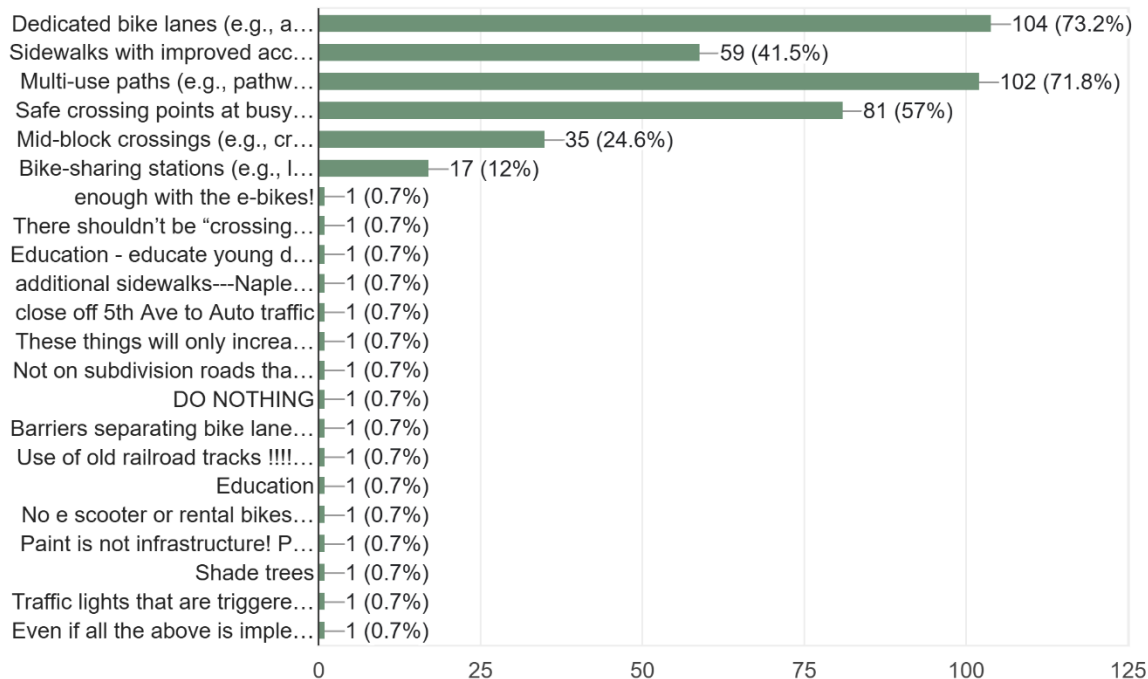
### How would you prefer to see the plan structured?

142 responses



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

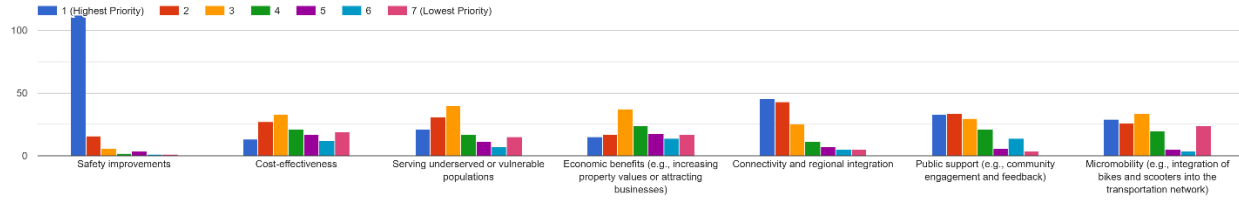
142 responses



# COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN

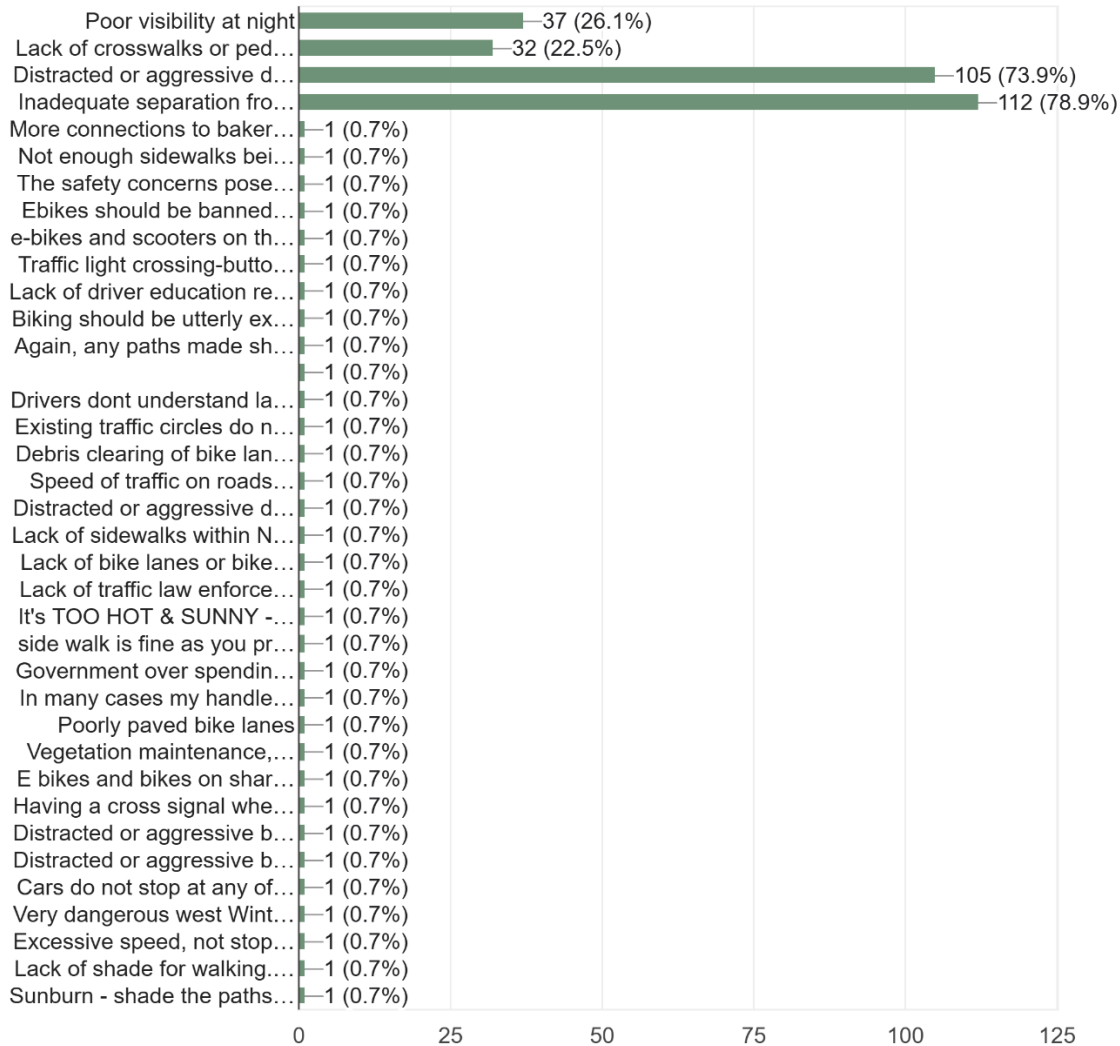


What factors should be prioritized when selecting projects for implementation? Please rank the following factors in order of importance, from 1 (Highest Priority) to 7 (Lowest Priority):



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

142 responses





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

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



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



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





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



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

## COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN



## APPENDIX C: ELIGIBLE LOCAL STREETS FROM THE 2019 BICYCLE-PEDESTRIAN MASTER PLAN







## Appendix C: Local Streets Within 1 Mile of Schools, Proximity to Transit Routes, and Transit-Dependent Households

| Local Streets within 1 mile of school, proximity to transit route & transit dependent households |             |                      |                  |
|--------------------------------------------------------------------------------------------------|-------------|----------------------|------------------|
| 100TH AVE N                                                                                      | 23RD CT SW  | 51ST TER SW          | BASIN ST         |
| 101ST AVE N                                                                                      | 23RD PL SW  | 52ND LN SW           | BASS RD          |
| 102ND AVE N                                                                                      | 24TH AVE SW | 52ND ST SW           | BA Y ST          |
| 103RD AVE N                                                                                      | 24TH PL SW  | 52ND TER SW          | BA YFRONT PL     |
| 104TH AVE N                                                                                      | 25TH AVE SW | 53RD LN SW           | BA YSHORE DR     |
| 105TH AVE N                                                                                      | 25TH CT SW  | 53RD ST SW           | BA YSIDE ST      |
| 106TH AVE N                                                                                      | 25TH PL SW  | 53RD TER SW          | BEA VER CT       |
| 107TH AVE N                                                                                      | 26TH PL SW  | 54TH ST SW           | BECCA AVE        |
| 108TH AVE N                                                                                      | 27TH CT SW  | 54TH TER SW          | BECK BLVD        |
| 109TH AVE N                                                                                      | 27TH PL SW  | 55TH ST SW           | BEMBURY DR       |
| 10TH CT S                                                                                        | 28TH AVE SW | 55TH TER SW          | BETHUNE RD       |
| 110TH AVE N                                                                                      | 28TH CT SW  | 5TH AVE N            | BEVERLY DR       |
| 11TH AVE S                                                                                       | 28TH PL SW  | 5TH ST S             | BOOKER BLVD      |
| 11TH ST N                                                                                        | 29TH PL SW  | 5TH ST S             | BOSTON AVE       |
| 11TH ST S                                                                                        | 2ND AVE     | 6TH AVE              | BRADLEY DR       |
| 11TH ST SE                                                                                       | 2ND AVE N   | 6TH ST S             | BREEZEWOOD DR    |
| 12TH AVE S                                                                                       | 30TH AVE SW | 7TH AVE              | BRIARWOOD BLVD   |
| 12TH ST S                                                                                        | 30TH PL SW  | 7TH AVE N            | BROWARD ST       |
| 13TH AVE N                                                                                       | 31ST AVE SW | 7TH ST S             | BROWN WAY        |
| 13TH AVE S                                                                                       | 31ST PL SW  | 8TH AVE              | BRYANT AVE       |
| 13TH ST N                                                                                        | 3RD AVE N   | 8TH CT E             | BRYANT ST        |
| 14TH AVE N                                                                                       | 41ST LN SW  | 8TH CT W             | BUCHANAN ST      |
| 14TH ST N                                                                                        | 41ST ST SW  | 9TH ST S             | C AVE            |
| 15TH ST N                                                                                        | 41ST TER SW | ACADIA LN            | CALDWELL ST      |
| 15TH ST N                                                                                        | 42ND ST SW  | ADAMS AVE E          | CALEDONIA AVE    |
| 15TH ST SE                                                                                       | 42ND TER SW | ADAMS AVE W          | CALLE AMISTAD    |
| 16TH PL SW                                                                                       | 43RD LN SW  | AIRPARK BLVD         | CALOOSA ST       |
| 17TH AVE SW                                                                                      | 43RD ST SW  | ALABAMA AVE          | CAMELLIA AVE     |
| 17TH CT SW                                                                                       | 44TH TER SW | ALACHUA ST           | CANAL ST         |
| 17TH PL SW                                                                                       | 45TH ST SW  | ALAMO DR             | CANOVA LN        |
| 18TH AVE SW                                                                                      | 45TH TER SW | ALBI RD              | CAPE SABLE DR    |
| 18TH CT SW                                                                                       | 46TH ST SW  | ALICE LN             | CARLTON ST       |
| 18TH PL SW                                                                                       | 46TH ST SW  | ALPHA CT             | CAROLINA AVE     |
| 19TH AVE SW                                                                                      | 46TH TER SW | ANDRES LN            | CARSON RD        |
| 19TH CT SW                                                                                       | 47TH ST SW  | ANDREW DR            | CATALINA TER     |
| 19TH PL SW                                                                                       | 47TH TER SW | ANDREWS AVE          | CATTS ST         |
| 1ST AVE S                                                                                        | 48TH ST SW  | ANGLERS CV           | CATTS ST         |
| 20TH AVE SW                                                                                      | 48TH TER SW | ANTIQUE CT           | CENTER LN        |
| 20TH CT SW                                                                                       | 49TH LN SW  | APPLE ST             | CENTRAL AVE      |
| 20TH CT SW                                                                                       | 49TH ST SW  | ARBUTUS ST           | CHARLOTTE ST     |
| 20TH PL SW                                                                                       | 49TH TER SW | ARECA AVE            | CHEROKEE ST      |
| 21ST AVE SW                                                                                      | 4TH AVE     | ARNOLD AVE           | CINDY AVE        |
| 21ST PL SW                                                                                       | 4TH AVE N   | ASH LN               | CLEVELAND CT     |
| 22ND AVE SW                                                                                      | 4TH AVE S   | ASHLEY LN            | CLIFTON ST       |
| 22ND PL SW                                                                                       | 4TH ST S    | AVOCADO ST           | CLIPPER WAY      |
| 22ND PL SW                                                                                       | 50TH LN SW  | AVONDALE ST          | COCO AVE         |
| 23RD AVE SW                                                                                      | 50TH ST SW  | B AVE                | COCONUT PALM CIR |
| 23RD AVE SW                                                                                      | 50TH TER SW | BAREFOOT WILLIAMS RD | COLLEE CT        |
| 23RD AVE SW                                                                                      | 51ST ST SW  | BARRETT AVE          | COLLINS AVE      |

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| Local Streets within 1 mile of school, proximity to transit route & transit dependent households |                    |                  |                      |
|--------------------------------------------------------------------------------------------------|--------------------|------------------|----------------------|
| COLLINS CT                                                                                       | FLOUNDER DR        | HICKOCK LN       | MAGNOLIA CT          |
| COLONIAL DR                                                                                      | FORRESTER AVE      | HOLLAND ST       | MANATEE RD           |
| COLORADO AVE                                                                                     | FORRESTER AVE      | HOLLY AVE        | MANATEE ST           |
| COMMERCIAL BLVD                                                                                  | FRANCIS AVE        | IBIS CLUB DR     | MANGROVE ST          |
| COMMERCIAL DR                                                                                    | FRANGIPANI AVE     | INDIAN CAMP RD   | MANOR TER            |
| CONFEDERATE DR                                                                                   | FREDERICK ST       | INDIAN RIVER ST  | MANORCA AVE          |
| CONNECTICUT AVE                                                                                  | FRIENDSHIP DR      | IVORY CT         | MAPLE DR             |
| CONSTITUTION DR                                                                                  | FURSE LAKES CIR    | JACKSON ST       | MARION LN            |
| COPPER LEAF LN                                                                                   | GARDEN LAKE CIR    | JAEGER RD        | MARION LN            |
| COPPERFIELD CT                                                                                   | GARFIELD ST        | JASMINE CIR      | MARJORIE ST          |
| CREW S CT                                                                                        | GAUNT ST           | JEEPERS DR       | MARLIN DR            |
| CROOKED LN                                                                                       | GEORGETOWN BLVD    | JEFFERSON AVE E  | MARLIN DR            |
| CURRY RD                                                                                         | GEORGIA AVE        | JEFFERSON AVE W  | MARY EVANS DR        |
| CYPRESS LN                                                                                       | GERMAN WOODS CT    | JENNY LN         | MARY WATTS BILLIE DR |
| CYPRESS POINT DR                                                                                 | GETTYS DR          | JENNY LN         | MAUDE WAY            |
| CYPRESS ST                                                                                       | GILCHRIST ST       | JEROME DR        | MCBLACK ST           |
| DADE ST                                                                                          | GINGER LN          | JEROME DR        | MCCARTY CT           |
| DALE AVE                                                                                         | GIRALDA CT         | JOHN JIMMIE RD   | MCCARTY ST           |
| DANDELION CT                                                                                     | GIRALDA CT         | JOHNS ST         | MCKINLEY ST          |
| DEAN ST                                                                                          | GLADES BLVD        | JONES ST         | MERRIHUE DR          |
| DEER RUN RD                                                                                      | GLADES ST          | JONES ST         | MIMOSA AVE           |
| DEWEY CT                                                                                         | GLADIOLA ST        | JUMP ST          | MINDI AVE            |
| DILSA LN                                                                                         | GLEN EAGLE BLVD N  | KAREN DR         | MIRAHAM PL           |
| DIMAR LN                                                                                         | GLEN EAGLE BLVD S  | KAWAAYCHOBEE TRL | MIRAHAM TER          |
| DIXIE AVE E                                                                                      | GLENWOOD ST        | KENNEDY CT       | MIRAHAM TER          |
| DIXIE AVE E                                                                                      | GOLDIE LN          | KIRKWOOD AVE     | MIRAHAM TER          |
| DIXIE AVE W                                                                                      | GORDON ST          | KISSIMMEE ST     | MITCHELL ST          |
| DIXIE DR                                                                                         | GROSS AVE          | KRISTIN CT       | MOHAWK PL            |
| DOAK AVE                                                                                         | GROSS AVE          | KRISTY LN        | MONROE CT            |
| DOMESTIC AVE                                                                                     | GROUPE DR          | KRYSTAL LN       | MYRTLE LN            |
| DON ST                                                                                           | GUILFORD CT        | LAKE AVE         | N WALKING STICK LN   |
| DUPONT ST                                                                                        | GUILFORD RD        | LAKE LN          | NASSAU ST            |
| E DELAWARE AVE                                                                                   | GUILFORD RD        | LAKE SHORE DR    | NEW HARVEST RD       |
| E ELKCAM CIR                                                                                     | GUILFORD RD        | LAUREL RIDGE LN  | NIMITZ ST            |
| EAST LN                                                                                          | GULFVIEW DR        | LAUREL ST        | NIXON DR             |
| EL PASO TRL                                                                                      | HABITAT CT         | LEE ST           | NORMANDY DR          |
| ELM CT                                                                                           | HABITAT CTR        | LEMON TREE DR    | OAK DR               |
| ENCHANTING BLVD                                                                                  | HALL RD            | LENA FRANK DR    | OAK ST               |
| ENTRANCE ST                                                                                      | HALSEY CT          | LIBERTY LN       | OAKHAVEN CIR         |
| ESCAMBIA ST                                                                                      | HANCOCK ST         | LIGHTHOUSE LN    | OHIO DR              |
| ESTHER ST                                                                                        | HARDEE ST          | LINWOOD AVE      | OKEECHOBEE ST        |
| EUSTIS AVE E                                                                                     | HARRISON RD        | LINWOOD WAY      | OLIVE CT             |
| FAHRNEY ST                                                                                       | HARRISON RD        | LOGAN CT         | ORANGE ST            |
| FAMILY CIRCLE CT                                                                                 | HARVEST DR         | LOIS ST          | ORCHARD LN           |
| FERN ST                                                                                          | HEMINGWAY CIR      | LOMBARDY LN      | ORCHID AVE           |
| FIRANO DR                                                                                        | HEMINGWAY LN       | LONG KEY CT      | OSCEOLA AVE          |
| FLAGLER ST                                                                                       | HENDERSON CREEK DR | LONGBOAT DR      | OUTER DR             |
| FLEMING ST                                                                                       | HENDRY ST          | LUCKY LN         | PADOVA ST            |
| FLORENCE CT                                                                                      | HERITAGE CIR       | MADISON AVE E    | PAINTED LEAF LN      |
| FLORIDA AVE                                                                                      | HICKOCK LN         | MADISON AVE W    | PALM AVE             |



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| Local Streets within 1 mile of school, proximity to transit route & transit |                        |                      |
|-----------------------------------------------------------------------------|------------------------|----------------------|
| PALM FROND CT                                                               | RIVER POINT DR         | TAMIAMI TRL E        |
| PALM RIDGE DR                                                               | RIVERSIDE CIR          | TANGERINE ST         |
| PALM ST                                                                     | RIVERVIEW DR           | TARA PARK            |
| PALM ST                                                                     | ROBERTO LN             | TA YLOR RD           |
| PALMETTO CT                                                                 | ROBERTS AVE            | TA YLOR RD N         |
| PALMETTO CT                                                                 | ROBERTS AVE            | TA YLOR RD S         |
| PANTHER CREEK LN                                                            | ROBERTS AVE W          | TA YLOR ST           |
| PAPAYA ST                                                                   | ROOST RD               | TA YLOR TER          |
| PATTON ST                                                                   | ROSE AVE               | TERN DR              |
| PEACH ST                                                                    | ROY WAY                | TERYL RD             |
| PEACH ST                                                                    | ROYAL POINCIANA DR     | TEXAS AVE            |
| PEAR ST                                                                     | RUBY CT                | THOMAS LN            |
| PELTON AVE                                                                  | SABAL CT               | TIPPINS TER          |
| PELTON AVE                                                                  | SABAL LAKE DR          | TRAMMELL ST          |
| PENNY LN                                                                    | Saint Clair Shores Rd  | TREETOPS DR          |
| PEPPER RD                                                                   | SALT ALLEY             | TUCKAHOE DR          |
| PERCH PL                                                                    | SAN MARCOS BLVD        | TUCKER AVE           |
| PETERS AVE                                                                  | SANDPIPER ST           | TWISTING TRL         |
| PHYLLIS LN                                                                  | SANTA CLARA DR         | TYLER AVE            |
| PIERCE CT                                                                   | SANTA ROSA AVE         | VAN BUREN AVE        |
| PINE CT                                                                     | SATURN CT              | VERONICA LN          |
| PINE ST                                                                     | SAVANNAH CT            | VERONICA LN          |
| PINE TREE DR                                                                | SCARLET CT             | W MAIN ST            |
| PINELAND AVE                                                                | SEA GRASS LN           | WALKER LN            |
| PINELLAS ST                                                                 | SEA GRASS LN           | WALKING STICK LN     |
| PIPER LN                                                                    | SEACREST AVE           | WARDEN LN            |
| PLANTATION CIR                                                              | SEMINOLE AVE           | WARREN ST            |
| PLANTATION WAY                                                              | SEMINOLE CROSSING TRL  | WASHINGTON AVE       |
| PLUM ST                                                                     | SEMINOLE ST            | WELLS ST             |
| POINSETTIA ST                                                               | SERENITY DR            | WEST LN              |
| POPLAR ST                                                                   | SGT JOE JONES RD       | WESTPORT LN          |
| PORT O CALL WAY                                                             | SHEEPSHEAD DR          | WHEELER LN           |
| POST CT                                                                     | SHIRLEY ST             | WHISTLERS GREEN CIR  |
| POWER ST                                                                    | SHOLTZ ST              | WHITE LAKE BLVD      |
| PRICE AVE                                                                   | SHOLTZ ST              | WHITE LAKE BLVD      |
| PRICE ST                                                                    | SHOREVIEW DR           | WHITE WAY            |
| QUAIL ROOST RD                                                              | SKYLINE DR             | WILD PINES LN        |
| QUEEN PALM DR                                                               | SNOWBERRY CT           | WILKINSON LN         |
| RADIO LN                                                                    | SOLANA RD              | WILKINSON LN         |
| RAINTREE LN                                                                 | SPRUCE ST              | WILLIAMS LN          |
| RAMANO LN                                                                   | STANFORD CT            | WILLIE MAE HARPER DR |
| RAMANO LN                                                                   | STAR GRASS LN          | WILTON CT            |
| RAULERSON RD                                                                | STARLINGS-             | WINDING WAY          |
| REAGAN ST                                                                   | STARLINGS TRAILER PARK | WINIFRED AVE         |
| REBECCA DR                                                                  | STOCKADE RD            | WINTERGREEN CT       |
| RED FOX RUN                                                                 | STOKES AVE             | WOODSIDE AVE         |
| REFLECTIONS AVE                                                             | SUMMER GLEN BLVD       | WOODSIDE AVE         |
| REFLECTIONS WAY                                                             | SUNNYLAND LN           |                      |
| REYNOLDS CT                                                                 | SUNRISE BLVD           |                      |
| RINGO LN                                                                    | TAMIAMI LN             |                      |

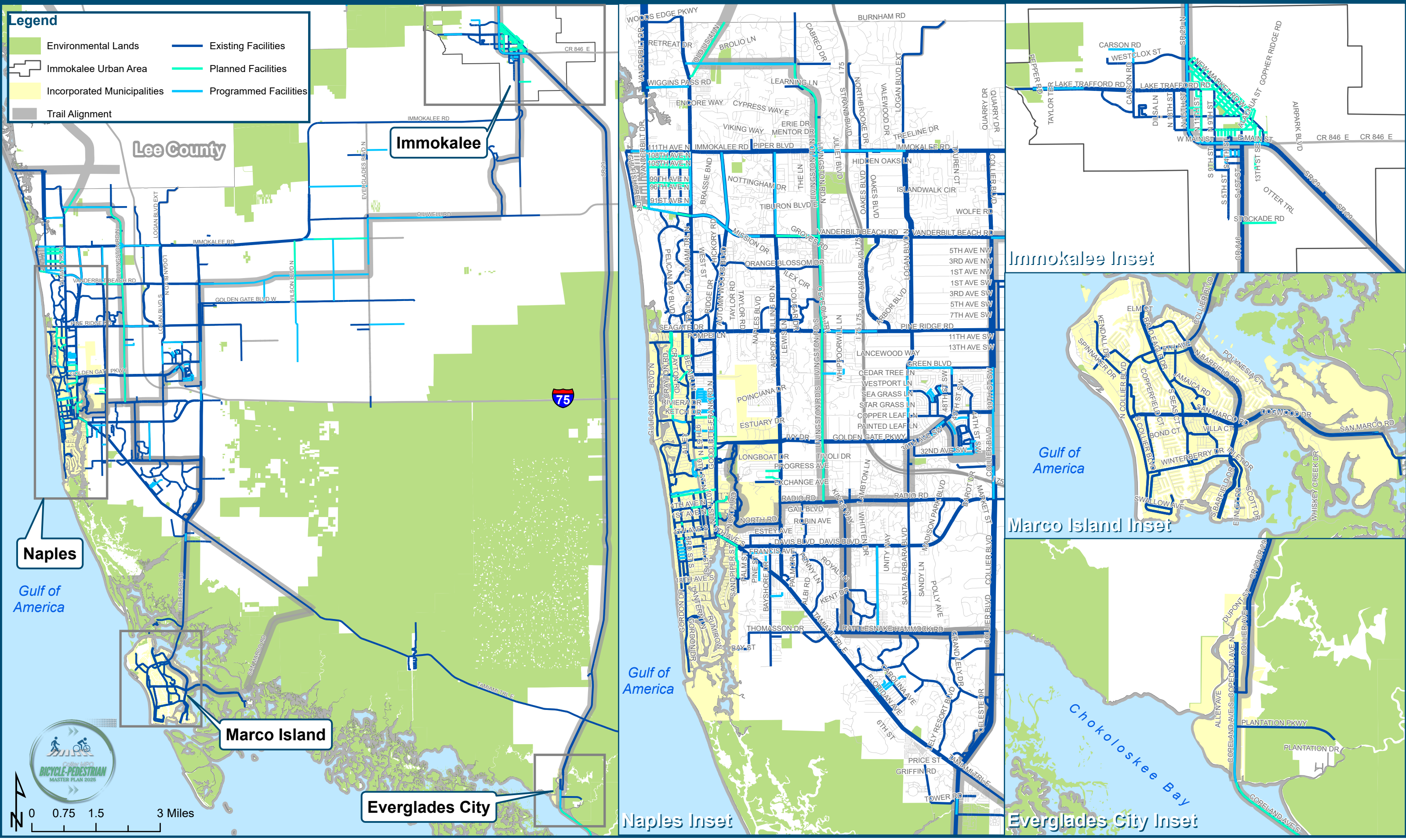
## COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN

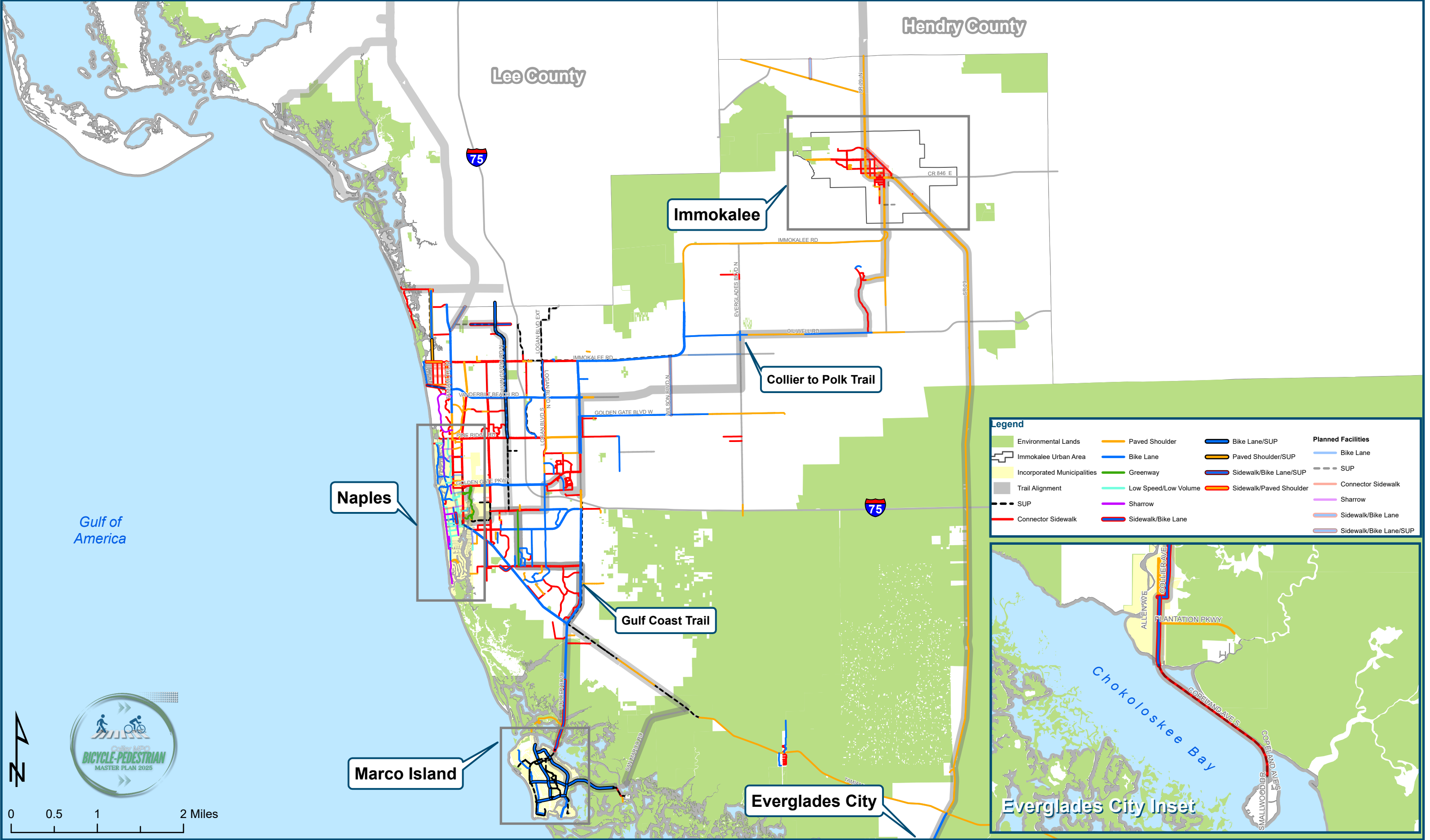


## APPENDIX D: ADDITIONAL NETWORK MAPS

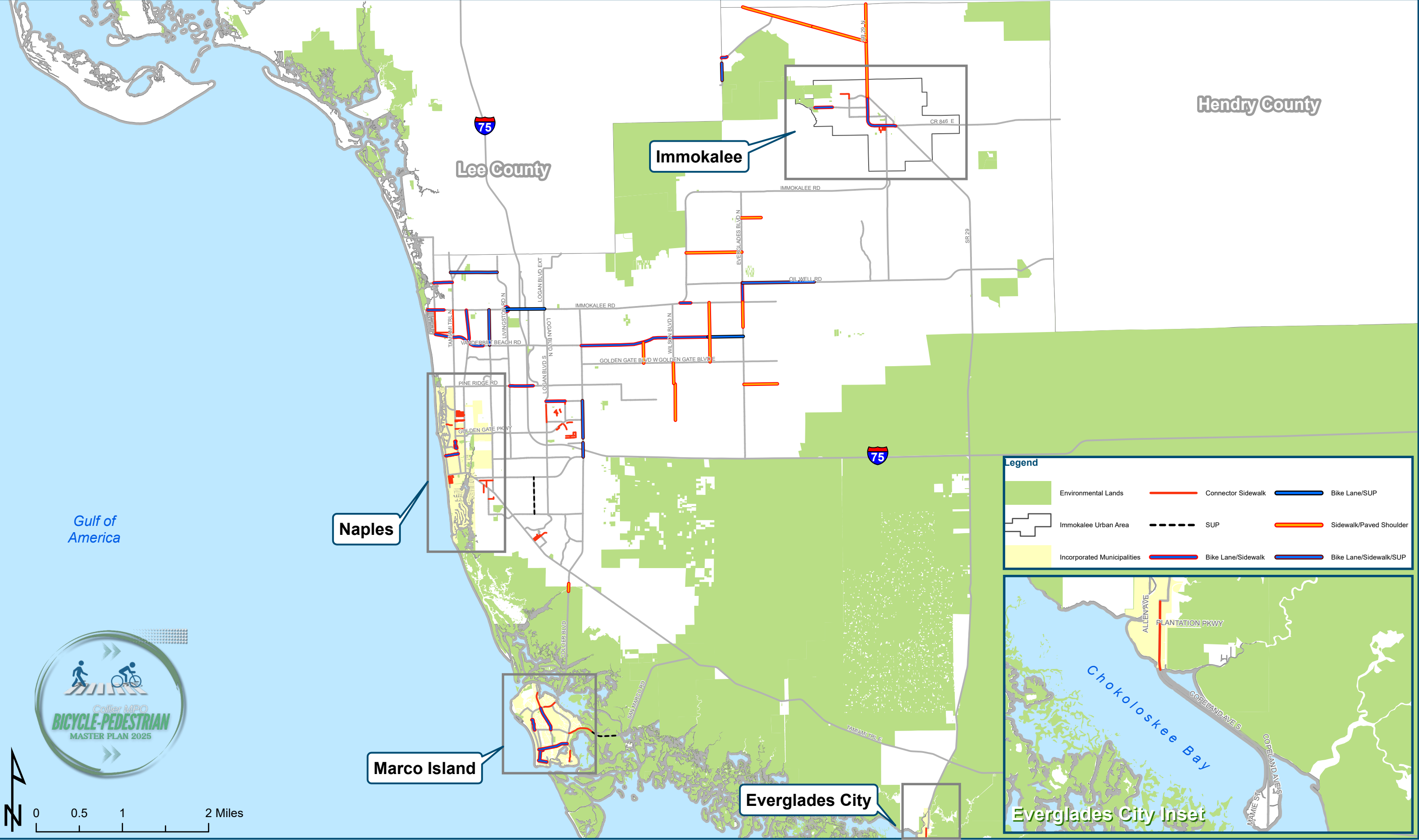








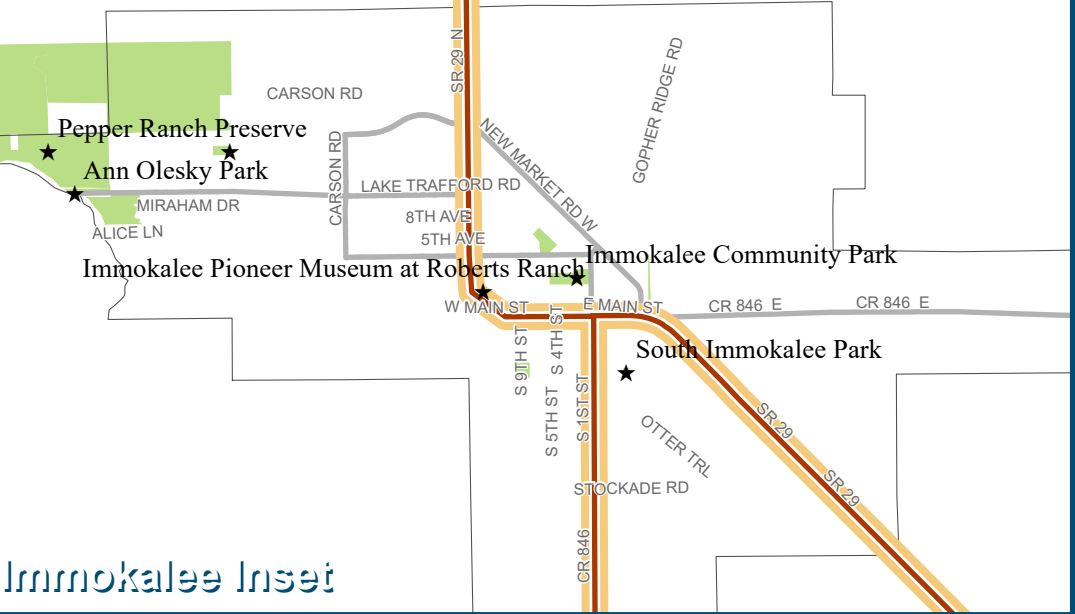






# Appendix D-4: Sun Trail Regional Network

# Bicycle & Pedestrian Master Plan





## COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN



## APPENDIX E: PROJECT SCORING MATRIX EXAMPLE





## Appendix E: Project Scoring Matrix Example

This template shows how projects are scored and ranked in the Bicycle and Pedestrian Master Plan. It demonstrates the process of assigning raw scores, applying weights, and calculating a total weighted score to ensure projects are evaluated consistently and transparently. The example uses Local Project scoring weights, but the same process applies to Regional Project scoring.

### Step 1: Assign Raw Scores

Each project is evaluated against the scoring criteria. Scores range from 1–5 (or 6 for any bonus points), depending on how well the project meets each criterion.

| Criteria    | Weight (%) | Example Project Score |
|-------------|------------|-----------------------|
| Criterion 1 | 35         | 4                     |
| Criterion 2 | 20         | 3                     |
| Criterion 3 | 20         | 5                     |
| Criterion 4 | 10         | 3                     |
| Criterion 5 | 5          | 3                     |
| Criterion 6 | 5          | 5                     |
| Criterion 7 | 5          | 4                     |

### Step 2: Multiply Scores by Weight

Weighted score = Raw Score × Weight (%)

| Criteria    | Weight (%) | Raw Score | Weighted Score |
|-------------|------------|-----------|----------------|
| Criterion 1 | 35         | 4         | 1.40           |
| Criterion 2 | 20         | 3         | 0.60           |
| Criterion 3 | 20         | 5         | 1.00           |
| Criterion 4 | 10         | 3         | 0.30           |
| Criterion 5 | 5          | 3         | 0.15           |
| Criterion 6 | 5          | 5         | 0.25           |
| Criterion 7 | 5          | 4         | 0.20           |

### Step 3: Calculate Total Weighted Score

Total Weighted Score =  $\sum$  (Weighted Scores)

#### Example Project Total Score:

$1.40 + 0.60 + 1.00 + 0.30 + 0.15 + 0.25 + 0.20 = 3.90$

### Step 4: Ranking and Prioritization

- Projects are ranked from highest to lowest total weighted score.
- Highest scoring projects receive the highest priority for funding and implementation.
- Scores may be reviewed to confirm alignment with plan goals.
- Final rankings are approved by the appropriate governing board or committee.

***Note:** This is a summary of the prioritization and ranking process. For more detailed information, including review procedures and adjustment considerations, refer to the applicable section of the Bicycle and Pedestrian Master Plan.*