



## Pedestrian & Bicycle Master Plan Update

June 2013



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

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

**NOTES:**

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

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

## SIDEWALK PRIORITIES: 5-YEAR GOALS & OBJECTIVES

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



## Introduction

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

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

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



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

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

## Public Involvement

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

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

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



the questionnaire and input forms would be to the prioritization of the recommendations. A summary of the data collected in those forms are presented in this update.

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

January 24, 2013

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

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

February 21, 2013

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

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

March 28, 2013

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

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

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





- complete remaining collector system by installing new sidewalks
- neighborhood requests on local streets

## **Public Input**

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

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

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

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

## **Data Collection**

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



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

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

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

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

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



## PROGRAMS

### Sidewalks

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

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

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

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

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

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



## **Neighborhood Input Requests**

Port Royal Property Owners' Association sought input from affected residents regarding a sidewalk on the east side of Gordon Drive from Kingstown Drive to Cutlass Lane. Approximately 64 residents along Gordon Drive, Cutlass Ln, Green Dolphin Ln, Cove Ln and Ft. Charles Dr., were asked for their preference of a sidewalk, bike lane, shoulders or none of the above. Over 30 responses were received with the majority voting for some form of safety improvement. Based on the feedback received as well as pedestrian and bicycle activity observed on Gordon Drive, staff had recommended revising the FDOT 5-year work plan to provide 4-foot shoulders on Gordon Drive (Kingstown to southern terminus).

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

In the days leading up to the City Council regular meeting, Gordon Drive residents who are opposed did voice their concerns regarding taking away from the landscaping and beach road atmosphere along Gordon Dr. At the June 12, 2013 City Council Regular meeting, council directed staff to remove the Gordon Drive project from the City Master Plan and communicate with affected property owners along Gordon Drive the impacts of such a project.

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

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

## **Bike Routes**

This program focuses on establishing requested bike routes through signage, striping and/or road widening. Additional information on bicycle education and enforcement of bicycle laws can be found in later sections. Many bicycle route priorities were related to



the current phase of the Gordon River Greenway project. These routes include 14<sup>th</sup> Avenue North, Orchid Drive & Fleischmann Blvd.

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

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

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





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

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





## Intersection Improvements

### Crayton Road & Mooring Line Drive



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

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



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

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



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



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



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





## Enforcement

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

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

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

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

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

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



MUTCD R4-11

## **Education**

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

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

Staff will be updating the City Website to provide all the information discussed above and publish the newly created GIS data on the City’s GIS webpage. Staff will also continue to maintain the data to reflect new sidewalk and bike route projects throughout the City.



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

## Wayfinding

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

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



## Ordinance

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

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

## Criteria for Prioritization

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



## Safety

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

## Crash Statistics

### Collier County Injuries & Fatalities 2006-2010

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

Source: Collier MPO 2012 Comprehensive Pathways Plan

### City of Naples Reported Bicycle/Pedestrian Crashes

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

Source: City of Naples Police Department Accident Reports



## Destination Connections

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

