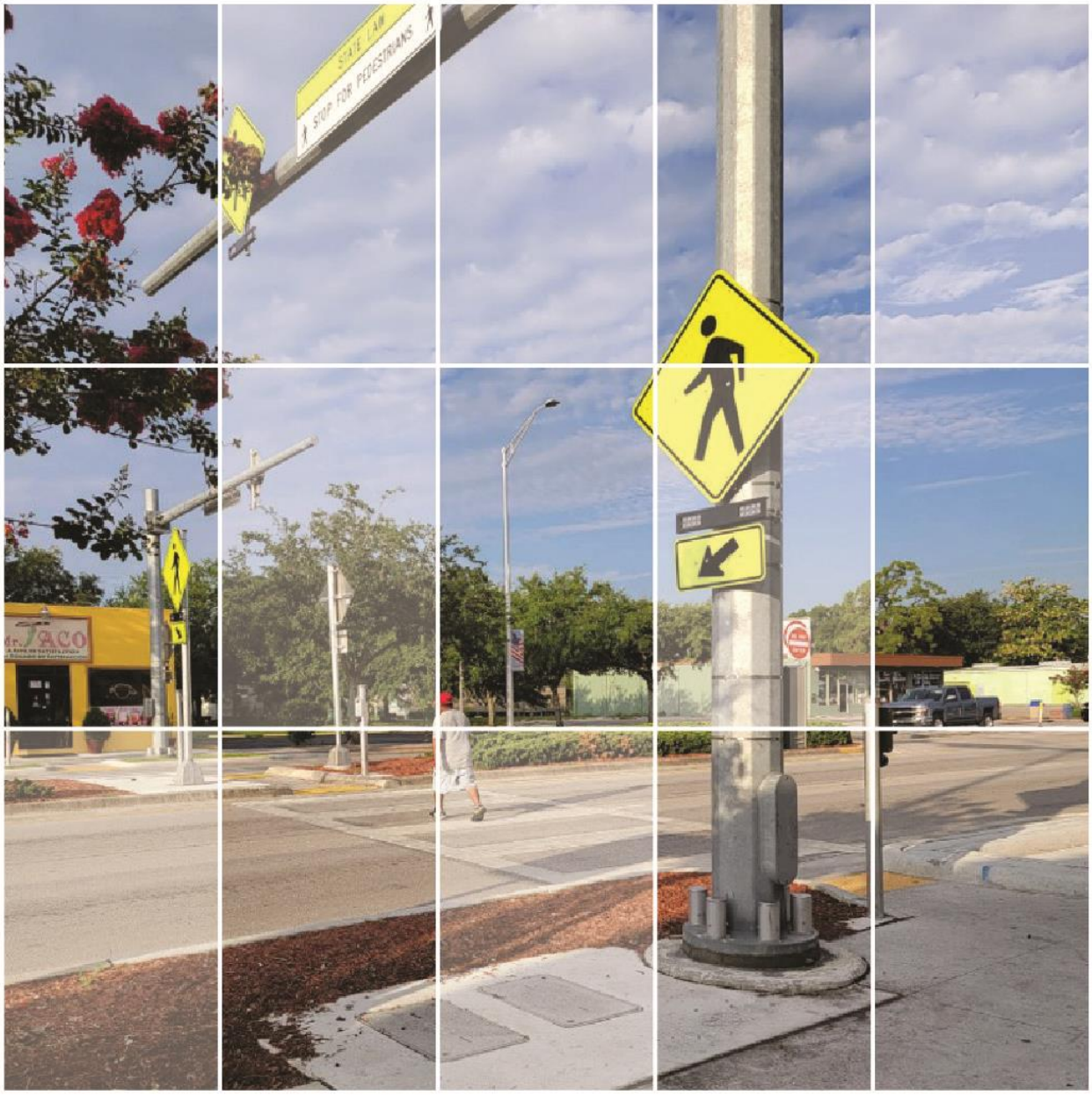


January 2024

Immokalee Transportation Network Plan

Collier County

Immokalee Transportation Network Plan

Prepared for:

Collier County

Collier County
Transportation Management Services Department
Capital Project Planning Division

Prepared by:

ATKINS
Member of the SNC-Lavalin Group

This Page Left Intentionally Blank

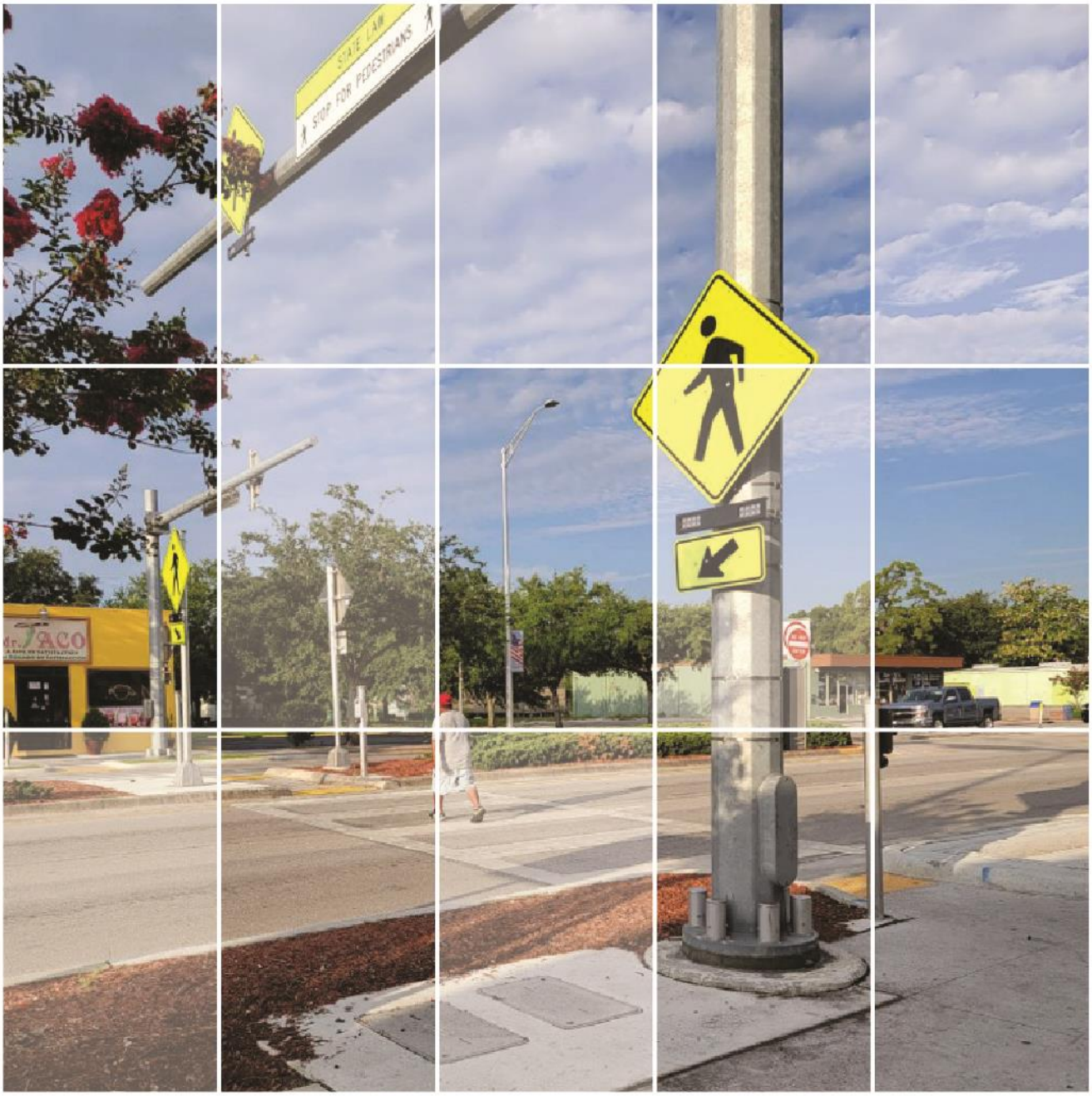
Table of Contents

List of Figures

List of Tables

Appendices

Executive Summary



Collier County

EXECUTIVE SUMMARY

To help create a more sustainable, liveable, and equitable community for all residents of Immokalee, Collier County embarked on the development of a multi-modal master plan. A significant segment of Immokalee's residents use public transit, walks, or bicycles to work, school, and other destinations. This multi-modal transportation planning study will compile transportation and mobility projects and programs identified in other studies and identify additional projects and studies that are needed to complete connections and expand mobility for all.

The goal of this effort is to determine community mobility needs and important connections to identify missing gaps, set priorities for needed improvements, and recommend improvements to address the mobility needs and create a plan to provide accessibility for all. The sidewalk and roadway projects included in this report are particularly important to the Immokalee area. This area has households with very low vehicle availability. The American Community Survey (2020) concludes that of the approximately 6,800 households in Immokalee, 22.5% are without access to a vehicle, 21.5% with access to one (1) vehicle, 35.2% with access to two (2) vehicles, and 20.9% with access to three (3) or more vehicles. These statistics show the importance of the projects identified in this study as many of the residents of Immokalee walk or ride bicycles to get to work, stores, school, etc.

This effort consulted with external stakeholders and service providers with the goal of developing recommendations that identify enhancements to mobility for the citizens of Immokalee. The Immokalee Transportation Network Plan Stakeholder Advisory Group (SAG) were individuals with direct knowledge of transportation needs and issues in the community. The study team was provided a list of stakeholders to contact and engage with the team during the study process and meetings. Some of the SAG committee members attended the initial kickoff meeting or were contacted by the team during project research.

The Previous Studies Analysis section provides a summary of all previous studies performed within the Immokalee urban area. This review focused on the goals and objectives that support transportation and mobility plans, specific community policies, and the identification of key connections, destinations, and priority transportation and mobility improvements.

The Stakeholder Advisory Group includes the following:

A. <u>Internal Members</u>
   - Code Enforcement
   - Collier County Development Review Division
   - Collier County Parks & Recreation Division
   - Collier County Sheriff's Office - Safety Officer
   - Collier County Stormwater Division
   - Collier County Traffic Operations Division
   - Collier County Transportation Planning Division
   - Immokalee Fire Department

B. <u>Agency/Governmental Members</u>
   - Collier Area Transit Staff
   - Collier Metropolitan Planning Organization (MPO) Staff

- Florida Department of Transportation (FDOT) Planning Staff
- FDOT Commuter Services/Vanpool Services
- Immokalee Chamber of Commerce Staff
- Immokalee CRA Advisory Board Staff
- Immokalee Health Department Staff
- Immokalee MSTU Advisory Board Staff
- Immokalee Regional Airport Staff
- Immokalee Technical Institute, Collier County Public Schools Staff
- LeeTran Staff
- Southwest Florida Regional Planning Council (SWFRPC) Staff

C. Advocacy Groups

- Bicycle & Pedestrian Groups, Pathways
- Blue Zones – Immokalee Committee
- Complete Streets Coalition
- Immokalee Fair Housing Alliance/Community Foundation of Collier County
- Seminole Tribe of Florida
- Unmet Needs Coalition

The need for this effort is called for in the county's Growth Management Plan which calls for the creation of a multi-modal transportation system that is safe, efficient, and accessible to all residents. Policy 1.3.6 requires the county consider a variety of transportation modes. The need was also identified in the Immokalee Master Plan. This master plan identified many needs throughout the community including the need to improve transportation options by expanding transit service, enhancing pedestrian and bicycle infrastructure. Finally, as data was being sought to support the TIGER Grant application, it became clear that with the number of previous mobility studies that had been done or were underway in the Immokalee area, a master plan that pulled all of those plans together in one document would be valuable. The analysis of this report is to support prior projects and help with future priority setting, grant development, etc.

Atkins prepared an initial technical memo and a preliminary literature search and report on previous studies related to transportation issues and the needs of the Immokalee community. Please see Appendix F for a copy of the technical memo. Later discussions and interviews with the County and CRA staff members provided additional studies and data that proved to be essential to the study effort.

A total of 12 plans and resources were reviewed as part of the previous studies analysis:

- Collier Area Transit (CAT) Bus Stop & Facility Accessibility Study
- CAT Comprehensive Operations Analysis
- CAT Transit Development Plan (TDP)
- Collier County/Immokalee Complete Streets TIGER 2016 Application and Grant
- Collier MPO and CAT Park-and-Ride Study
- Collier MPO Bicycle & Pedestrian Master Plan
- Collier MPO Pedestrian and Bicycle Safety Study
- Collier MPO Local Road Safety Plan (LRSP)

- Immokalee Pedestrian Crosswalk Improvements Study
- Immokalee Walkable Community Study
- Immokalee CRA Redevelopment Plan - Sidewalk Master Plan Element
- SR 29 Loop Road from CR 846 to SR 29 North Terminus

This review focused on the goals and objectives that support transportation and mobility plans, specific community policies, and the identification of key connections, destinations, and priority transportation and mobility improvements. Additionally, data, maps, and projects from these studies were compiled and are presented in detail in Section 4 of this report.

To gain a better understanding of the existing mobility-related conditions in the study area, the study team conducted several field reviews throughout the study area. The study team was able to observe residents as they traveled around the area and was able to see what transportation facilities are currently in place, and where facilities were missing or in need of repair. This information was the foundation of the study upon which the needed projects would be added.

Outreach and input from the SAG were critical to identifying related mobility studies and projects were identified for this effort. It was also important to hear from the groups and agencies that are currently working in Immokalee and with the residents to understand the transportation needs and desires of the citizens. Workshops were held in May and July 2022 to present findings to the SAG and receive their feedback. Additionally, Atkins staff conducted an extensive field review in May of the street and sidewalk network.

In addition to the SAG, the study team made a presentation to the Collier MPO's Bicycle and Pedestrian Advisory Committee. The plan was well received by the committee and the discussion centered around the need to implement and complete as many of the sidewalk projects as possible as the committee recognized the importance of walking in the Immokalee area.

One-on-one meetings were held with the following groups and agencies to gain their perspectives on mobility needs in the community:

- Immokalee CRA
- Guadalupe Center
- Lipman Family Farms
- Redlands Christian Migrant Association
- Immokalee Fire Control District
- MSTU Advisory Board

A summary of these meetings may be found in Appendix A of this report.

With input from these groups and the SAG, an initial list of sidewalk and roadway projects was developed. This included all of the projects identified in previous studies as well as projects Atkins identified that would close gaps in the network, create better connections, expand the network, and address safety and operational issues. The sidewalk projects consist of projects that expand and complete the sidewalk network allowing for safer walking conditions throughout the study area. The roadway connection projects provide for improved interconnections, increase safety for all users and improve emergency access.

The study team recognized the need to prioritize these projects. To accomplish this, evaluation criteria were developed to prioritize the proposed sidewalk and roadway projects. The evaluation criteria for unfunded proposed sidewalks included six categories as shown below:

1. Connectivity to the existing network
2. Proximity to a major activity center
3. Proximity to a shopping/retail center
4. Proximity to a bicycle/pedestrian crash that occurred within the last five years
5. Proximity to a school
6. Proximity to a transit stop

The evaluation criteria for roadway projects included five (5) categories as shown below:

1. Connectivity to the Existing Roadway Network
2. Funding Status
3. Project Status
4. Proximity to Evacuation Routes
5. Right-of-Way Availability

The ranking criteria presented in Section 4 were applied to each project producing a ranking of High, Medium, or Low. It should be noted that strict adherence to the ranking is not advised. As funding becomes available through the County, the Florida Department of Transportation, grants, and other sources, some lower-ranked projects may meet the funding criteria better than others. In these cases, it is advisable to capitalize on the available funding and advance the qualifying project or projects.

The study provides tools (including lists and maps) that will allow stakeholders to easily identify mobility projects in the Immokalee area, coordinate resources, and direct investment efforts thereby delivering projects to the area's residents.

The tables and maps on the following pages present the mobility projects recommended for the Immokalee area. The maps are presented in quadrants to allow for greater detail and easier project identification. It should be noted that several of these projects are in various stages of implementation while others will need additional study to determine their feasibility, right-of-way needs, costs, etc.

All roadways identified are currently maintained by Collier County or the Florida Department of Transportation (FDOT).

Sidewalk Project List

Table ES- 1. Sidewalk Project List

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
45	Immokalee Transportation Network Plan	2nd St	E Main St	S 1st St	0.12	Construct sidewalk east/south side to county office complex.	3	2	3	3	3	3	17	High
117	Immokalee Transportation Network Plan	Roberts Ave W	N 9th St	N 1st St	0.55	Remove and replace old asphalt sidewalk along Roberts Avenue north side with concrete to provide compliant ADA access and adequate bus stop access.	3	3	2	3	3	3	17	High
27	Immokalee Transportation Network Plan	W Deleware Ave	S 5th St	Immokalee Dr	0.28	Sidewalk on both sides	3	3	2	3	2	3	16	High
29	Immokalee Sidewalk Master Plan	S 2nd St	Bosten Ave	Colorado Ave	0.14	Sidewalks both sides	3	2	3	3	2	3	16	High
30	Immokalee Sidewalk Master Plan	S 3rd St	Boston Ave	Colorado Ave	0.14	Sidewalks both sides	3	2	3	3	2	3	16	High
31	Immokalee Sidewalk Master Plan	S 4th St	Boston Ave	Colorado Ave	0.14	Sidewalks both sides	3	2	3	3	2	3	16	High
32	Immokalee Sidewalk Master Plan	S 6th St	Colorado Ave	W Deleware Ave	0.14	Sidewalks both sides	3	2	2	3	3	3	16	High
33	Immokalee Sidewalk Master Plan	S 6th Ct	Colorado Ave	Dead End	0.14	Sidewalks both sides	3	2	2	3	3	3	16	High
24	Immokalee Transportation Network Plan	N 9th St	Roberts Ave W	2nd Ave N	0.14	Replace old asphalt sidewalk with concrete east side of N. 9th Street between Roberts Avenue W and 2nd Avenue N.	3	1	2	3	3	3	15	High
53	Immokalee Transportation Network Plan	Clifton St	Clifton Rd	Immokalee Dr	0.29	Sidewalks both sides	3	1	2	3	3	3	15	High
72	Immokalee Transportation Network Plan	S 7th St	Boston Ave	Colorado Ave	0.14	Sidewalk one side	3	1	2	3	3	3	15	High

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
91	Immokalee Transportation Network Plan	E Deleware Ave	S 1st St	School Dr	0.27	Sidewalks both sides	2	3	2	3	2	3	15	High
98	Immokalee Sidewalk Master Plan	School Dr	Roase Ave	Eustis Ave	0.30	Sidewalks both sides	2	3	2	3	2	3	15	High
18	Immokalee Sidewalk Master Plan	5th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
19	Immokalee Sidewalk Master Plan	6th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
20	Immokalee Sidewalk Master Plan	7th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
21	Immokalee Sidewalk Master Plan	8th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
34	Immokalee Sidewalk Master Plan	S 8th St	Colorado Ave	Dead End	0.13	Sidewalks both sides	3	1	1	3	3	3	14	High
97	Immokalee Sidewalk Master Plan	Boston Ave	Hancock St	S 9th St	0.14	Sidewalk one side	2	1	2	3	3	3	14	High
100	Immokalee Sidewalk Master Plan	E Eustis Ave	S 1st St	School Dr	0.28	Sidewalks both sides	3	3	1	3	1	3	14	High
121	Immokalee Transportation Network Plan	Roberts Ave W	First United Methodist Church Parking Lot	N 9th St	0.07	Remove and replace old asphalt sidewalk along Roberts Avenue north side with concrete to provide compliant ADA access and adequate bus stop access.	3	1	1	3	3	3	14	High
122	2045 Collier MPO Long Range Transportation Plan	Lake Trafford Rd	Pepper Rd	Little League Rd	1.07	Add sidewalks and bicycle lanes	3	2	0	3	2	3	13	High
17	Immokalee Sidewalk Master Plan	Palm Ave	N 18th Ave	N 15th St	0.28	Sidewalks both sides	3	0	2	3	2	3	13	High

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
28	Immokalee Sidewalk Master Plan	Hancock St	W Main St	Boston Ave	0.14	Sidewalk one side	2	1	1	3	3	3	13	High
36	Immokalee Sidewalk Master Plan	Booker Blvd	Eustis Ave	Carver St	0.10	Sidewalk both sides	2	2	1	3	2	3	13	High
37	Immokalee Sidewalk Master Plan	Booker Blvd	Carver St	Dead End	0.11	Sidewalk one side	2	3	1	3	1	3	13	High
39	Immokalee Sidewalk Master Plan	Maple Dr	Palmetto Ave	Doak Ave	0.16	Sidewalk one side	2	2	1	3	2	3	13	High
41	Immokalee Sidewalk Master Plan	Doak Ave	S 9th St	S 5th St	0.28	Sidewalks both sides	3	2	0	3	2	3	13	High
51	Immokalee Transportation Network Plan	N 11th St	Roberts Ave W	W Main St	0.26	Sidewalk on west side	3	0	2	3	2	3	13	High
52	Immokalee Transportation Network Plan	Hendry St	Adams Ave W	N 9th St	0.08	Sidewalk one side	3	1	2	3	2	2	13	High
54	Immokalee Transportation Network Plan	13th St SE Ext	E Main St	13th St SE	0.27	Sidewalk one side	2	2	1	3	2	3	13	High
67	Immokalee Sidewalk Master Plan	Pine St	Lake Trafford Rd	Palm Ave	0.20	Sidewalks both sides	2	0	3	3	2	3	13	High
68	Immokalee Sidewalk Master Plan	Laural St	Lake Trafford Rd	Palm Ave	0.20	Sidewalks both sides	2	0	3	3	2	3	13	High
71	Immokalee Sidewalk Master Plan	S 3rd St	W Delaware Ave	Eustis Ave	0.14	Sidewalks both sides	0	3	2	3	2	3	13	High
80	Immokalee Transportation Network Plan	Eustis Ave E	School Dr	Dead End	0.28	Sidewalks both sides	2	3	1	3	1	3	13	High
102	Immokalee Sidewalk Master Plan	Gaunt St	E Delaware Ave	E Eustis Ave	0.17	Sidewalk one side	0	3	2	3	2	3	13	High
103	Immokalee Sidewalk Master Plan	Fahmey St	E Delaware Ave	E Eustis Ave	0.18	Sidewalk one side	0	3	2	3	2	3	13	High
16	Immokalee Transportation Network Plan	N 19th St	Leed Ave	Lake Trafford Rd	0.17	Sidewalk on west side	3	0	2	3	1	3	12	Medium

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
42	Immokalee Sidewalk Master Plan	Bethune Ave	S 5th St	Immokalee Rd	0.29	Sidewalk one side	2	1	0	3	3	3	12	Medium
43	Immokalee Transportation Network Plan	Hope Cir	S 5th St	S 5th St	0.59	Sidewalk on inside loop	2	1	0	3	3	3	12	Medium
69	Immokalee Sidewalk Master Plan	N 17th St	8th Ave	Immokalee Dr	0.28	Sidewalks both sides	2	0	3	3	1	3	12	Medium
70	Immokalee Sidewalk Master Plan	S 2nd St	W Delaware Ave	Eustis Ave	0.14	Sidewalks both sides	0	3	2	3	1	3	12	Medium
93	Immokalee Transportation Network Plan	13 St SE	Dead End	E Delaware Ave	0.14	Sidewalk one side	2	2	1	3	1	3	12	Medium
99	Immokalee Sidewalk Master Plan	Price Ave	Dead End	School Rd	0.17	Sidewalk one side	0	2	2	3	2	3	12	Medium
101	Immokalee Sidewalk Master Plan	Jones St	E Delaware Ave	E Eustis Ave	0.17	Sidewalk one side	0	3	2	3	1	3	12	Medium
110	Immokalee Transportation Network Plan	12th St	E Main St	1ST AVE S	0.06	Sidewalk one side	2	2	1	3	1	3	12	Medium
111	Immokalee Transportation Network Plan	1st Ave S	12th St	E Main St	0.35	Sidewalk one side	2	2	1	3	1	3	12	Medium
113	Immokalee Transportation Network Plan	13th St	E Main St	1ST AVE S	0.06	Sidewalk one side	2	2	1	3	1	3	12	Medium
1	Immokalee Transportation Network Plan	Curry Rd	Dead End	Carson Rd	0.22	Sidewalks both sides	3	0	0	3	2	3	11	Medium
10	Immokalee Transportation Network Plan	N 19th St	Lake Trafford Rd	8th Ave	0.29	Sidewalks both sides	2	0	2	3	1	3	11	Medium
15	Immokalee Transportation Network Plan	Lincoln Ave	Lincoln Rd	N 18th Ter	0.03	Sidewalks both sides	3	0	2	3	0	3	11	Medium
35	Immokalee Sidewalk Master Plan	Booker Blvd	Dead End	Eustis Ave	0.07	Sidewalk one side	0	2	1	3	2	3	11	Medium
38	Immokalee Sidewalk Master Plan	School Rd	Bethunne Education Center	Immokalee Rd	0.17	Sidewalk one side	0	3	0	3	2	3	11	Medium

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
47	Immokalee Transportation Network Plan	Farm Worker Village	New Harvest Rd	N/A	2.39	Sidewalks one side each loop to the main circulators and connect to sidewalk at the end of the pedestrian bridge. Make boarding and alighting improvements on the sidewalks at each CAT transit stop.	2	0	0	3	3	3	11	Medium
58	Immokalee Transportation Network Plan	Curry Rd Ext	Justice Cr	Curry Rd	0.38	Sidewalks both sides	3	0	0	3	3	2	11	Medium
73	Immokalee Transportation Network Plan	S 1st St	Private Rd	School Rd	0.08	Sidewalk one side	0	3	1	3	1	3	11	Medium
79	Immokalee Transportation Network Plan	New Harvest Rd	Farm Worker Village	Immokalee Urban Boundary	1.42	Sidewalk one side	2	0	0	3	3	3	11	Medium
96	Immokalee Sidewalk Master Plan	N 15th St	W Main St	W Main St	0.26	Sidewalk one side	2	0	2	3	1	3	11	Medium
118	Immokalee Sidewalk Master Plan	Palm Ridge Dr	Glenwood St	S 5th St	0.26	Sidewalk both sides	2	0	0	3	3	3	11	Medium
120	Immokalee Sidewalk Master Plan	Breezewood Dr	Glenwood St	S 5th St	0.26	Sidewalk both sides	2	0	0	3	3	3	11	Medium
11	Immokalee Transportation Network Plan	N 19th St	8th Ave	N 19th St	0.17	Sidewalks both sides	2	0	2	3	1	2	10	Medium
40	Immokalee Sidewalk Master Plan	8th St S	Dead End	Doak Ave	0.13	Sidewalk one side	0	1	1	3	2	3	10	Medium
44	Immokalee Transportation Network Plan	S 5th St Ext	Breezewood Dr	Dean End	0.19	Sidewalk one side	2	0	0	3	2	3	10	Medium
50	Immokalee Transportation Network Plan	8th Ave	Dead End	N19th St	0.14	Sidewalks both sides	2	0	2	3	1	2	10	Medium

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
59	Immokalee Transportation Network Plan	Plum St	Carson Rd	Plum St	0.16	Sidewalk one side	3	0	0	3	1	3	10	Medium
77	Immokalee Sidewalk Master Plan	CR 846	Airpark Blvd	Agri Blvd	0.24	Sidewalk one side	2	3	0	2	0	3	10	Medium
92	Immokalee Sidewalk Master Plan	E Deleware Ave	School Dr	16th St E	0.31	Sidewalks both sides	0	2	1	3	1	3	10	Medium
109	Immokalee Transportation Network Plan	8th Ave	N 19th St	N18th St	0.14	Sidewalks both sides	2	0	2	3	1	2	10	Medium
112	Immokalee Transportation Network Plan	14th St	E Main St	1st Ave S	0.07	Sidewalk one side	2	2	0	3	0	3	10	Medium
119	Immokalee Sidewalk Master Plan	Glenwood St	Palm Ridge Dr	Breezewood Dr	0.07	Sidewalk both sides	2	0	0	2	3	3	10	Medium
0	Immokalee Sidewalk Master Plan	Peach St	Eden Ave	Sander Pine Cr	0.15	Sidewalks both sides	3	0	1	3	0	2	9	Medium
2	Immokalee Transportation Network Plan	Little League Rd	Trafford Farm Rd	Little League Rd	0.74	Sidewalk both sides	2	0	0	3	2	2	9	Medium
4	Immokalee Sidewalk Master Plan	Pepper Rd	Immokalee Urban Boundary	Lake Trafford Rd	1.06	Sidewalk one side	0	3	0	3	0	3	9	Medium
9	Immokalee Transportation Network Plan	Palm Dr	Lake Trafford Rd	Dead End	0.21	Sidewalk one side	2	0	1	3	0	3	9	Medium
12	Immokalee Transportation Network Plan	Amigo Way	Marianna Way	Private Rd	0.07	Sidewalk on south side	3	0	1	3	0	2	9	Medium
13	Immokalee Transportation Network Plan	Private Rd	Dead End	Amigo Way	0.06	Sidewalk on west side	3	0	1	3	0	2	9	Medium
14	Immokalee Transportation Network Plan	Immokalee Rd	Marianna Way	Esperanza Way	0.11	Sidewalk one side	3	0	1	3	0	2	9	Medium
25	Immokalee Transportation Network Plan	New Harvest Rd	E Main St	E Main St	0.38	Sidewalk one side	0	3	0	3	0	3	9	Medium
66	Immokalee Transportation Network Plan	Dilas Ln	Dead End	Immokalee Dr	0.27	Sidewalks both sides	2	0	2	3	0	2	9	Medium

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
76	2045 Collier MPO Long Range Transportation Plan	Little League Rd Ext	Westclox St Ext	Little League Rd	0.15	Sidewalk one side	2	0	0	3	2	2	9	Medium
81	Immokalee Sidewalk Master Plan	Pear St	Eden Ave	Dead End	0.13	Sidewalks both sides	2	0	1	3	0	3	9	Medium
82	Immokalee Sidewalk Master Plan	Tangerine St	Eden Ave	Sander Pine Cr	0.13	Sidewalks both sides	3	0	1	3	0	2	9	Medium
108	2045 Collier MPO Long Range Transportation Plan	Westclox St Ext	Little League Rd Ext	Westclox St	0.31	Sidewalks both sides	2	0	0	3	3	1	9	Medium
8	Immokalee Transportation Network Plan	Summer Glen Blvd	Lake Trafford Rd	Summer Glen Blvd	0.08	Sidewalk one side	2	0	0	3	0	3	8	Medium
22	Immokalee Sidewalk Master Plan	W Main St	N 15th St	W Main St	0.29	Sidewalk one side	0	0	1	3	2	2	8	Medium
23	Immokalee Sidewalk Master Plan	White Way	W Main St	Immokalee Waste Water Plant	0.24	Sidewalk one side	0	0	1	3	2	2	8	Medium
61	2045 Collier MPO Long Range Transportation Plan	Carson Rd Ext	Little League Rd Ext	Carson Rd	0.52	Sidewalk one side	2	0	0	3	2	1	8	Medium
63	Immokalee Transportation Network Plan	Extension	Dilas Ln	8th Ave	0.03	Sidewalks both sides	2	0	1	3	0	2	8	Medium
64	Immokalee Transportation Network Plan	Roberts Ave W Ext	S Immokalee Dr (Proposed)	Roberts Ave W	0.29	Sidewalk south side	2	0	2	2	0	2	8	Medium
65	Immokalee Sidewalk Master Plan	Wells St	Immokalee Dr	Dead End	0.28	Sidewalks both sides	2	0	2	3	0	1	8	Medium
83	Immokalee Sidewalk Master Plan	Orange St	Eden Ave	Dead End	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium
84	Immokalee Sidewalk Master Plan	Apple St	Eden Ave	Dead End	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium

Note: Project 76 is a roadway project that will include the addition of sidewalks.

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
85	Immokalee Sidewalk Master Plan	Apple St	Dead End	Eden Ave	0.12	Sidewalks both sides	2	0	1	3	0	2	8	Medium
86	Immokalee Sidewalk Master Plan	Orange St	Dead End	Eden Ave	0.12	Sidewalks both sides	2	0	1	3	0	2	8	Medium
87	Immokalee Sidewalk Master Plan	Tangerine St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium
88	Immokalee Sidewalk Master Plan	Peach St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium
89	Immokalee Sidewalk Master Plan	Npear St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	0	3	0	3	8	Medium
90	Immokalee Sidewalk Master Plan	N Plum St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	0	3	0	3	8	Medium
94	Immokalee Transportation Network Plan	Immokalee Dr Ext	Carson Rd	E Immokalee Dr (Proposed)	1.12	Sidewalk one side	2	0	0	3	0	3	8	Medium
105	Immokalee Transportation Network Plan	Agri Blvd	CR 846	Global Dr	0.14	Sidewalk one side	0	3	0	2	0	3	8	Medium
6	Immokalee Sidewalk Master Plan	Miraham Dr	Taylor Ter	Miraham Ter	0.40	Sidewalk one side	0	0	0	3	1	3	7	Medium
7	Immokalee Sidewalk Master Plan	Miraham Ter	Lake Trafford Rd	Miraham Dr	0.21	Sidewalk one side	0	0	0	3	1	3	7	Medium
26	Immokalee Transportation Network Plan	Global Dr	Agri Blvd	Dead End	0.21	Sidewalk one side	0	2	0	2	0	3	7	Medium
46	Immokalee Sidewalk Master Plan	Stockade Rd	Immokalee Dr	Kowachobee Trl	0.72	Sidewalk one side	2	0	0	1	1	3	7	Medium
56	Immokalee Transportation Network Plan	S Immokalee Dr (Proposed)	Immokalee Dr	E Immokalee Dr (Proposed)	0.28	Sidewalk one side	2	0	2	2	0	1	7	Medium
57	Immokalee Transportation Network Plan	W Main St Ext	S Immokalee Dr (Proposed)	W Main St	0.55	Sidewalk one side	0	0	1	3	1	2	7	Medium
62	Immokalee Transportation Network Plan	Roy Way	Carson Rd	Roy Way	0.15	Sidewalk one side	0	0	0	2	2	3	7	Medium

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
74	Immokalee Transportation Network Plan	Stockade Rd Extension (Proposed)	S 5th St Ext	Immokalee Rd	0.30	Sidewalk one side	0	0	0	2	2	3	7	Medium
75	Immokalee Transportation Network Plan	Commerce Ave	Agri Blvd	Dead End	0.22	Sidewalk one side	0	2	0	2	0	3	7	Medium
78	Immokalee Transportation Network Plan	Madison Ave W	Pinellas Sr	Heritage Rd	0.30	Sidewalk one side	0	0	1	3	0	3	7	Medium
104	Immokalee Transportation Network Plan	Agri Blvd	Global Dr	Commerce Ave	0.11	Sidewalk one side	0	2	0	2	0	3	7	Medium
3	Immokalee Transportation Network Plan	Trafford Farm Rd	Little League Rd	Lake Trafford Rd	0.35	Sidewalk one side	0	1	0	2	0	3	6	Low
48	Immokalee Sidewalk Master Plan	Perch Pl	Tippins Ter	Taylor Ter	0.18	Sidewalk north side	0	1	0	2	0	3	6	Low
49	Immokalee Sidewalk Master Plan	Bass Rd	Tippins Ter	Taylor Ter	0.23	Sidewalk north side	0	1	0	2	0	3	6	Low
106	Immokalee Transportation Network Plan	Heritage Blvd	N 15th St	FSU College of Medicine	0.10	Sidewalk one side	0	0	0	3	0	3	6	Low
114	Immokalee Sidewalk Master Plan	Deer Run Rd	Tippins Ter	Taylor Ter	0.22	Sidewalk north side	0	1	0	2	0	3	6	Low
115	Immokalee Sidewalk Master Plan	Tippins Ter	Lake Trafford Rd	Deer Run Rd	0.30	Sidewalk east side	0	1	0	2	0	3	6	Low
116	Immokalee Sidewalk Master Plan	Quail Roost Rd	Tippins Ter	Taylor Ter	0.18	Sidewalk north side	0	1	0	2	0	3	6	Low
5	Immokalee Sidewalk Master Plan	Taylor Ter	Lake Trafford Rd	Deer Run Rd	0.27	Sidewalk one side	0	0	0	2	0	3	5	Low
107	2045 Collier MPO Long Range Transportation Plan	Little League Rd Ext	Carson Rd Ext	Westclox St Ext	0.25	Sidewalk one side	0	0	0	2	2	1	5	Low
55	Immokalee Transportation Network Plan	Stockade Rd Ext	Stockade Rd	New Harvest Rd	1.46	Sidewalk one side	0	0	0	1	1	2	4	Low

Table ES-1. Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
60	2045 Collier MPO Long Range Transportation Plan	Little League Rd Ext	SR 82	Carson Rd Ext	3.84	Sidewalk one side	0	0	0	1	1	0	2	Low
95	Immokalee Transportation Network Plan	E Immokalee Dr (Proposed)	Imokalee Rd Ext	S Immokalee Dr (Proposed)	0.55	Sidewalk one side	0	0	0	0	0	0	0	Low

Sidewalk Project Maps

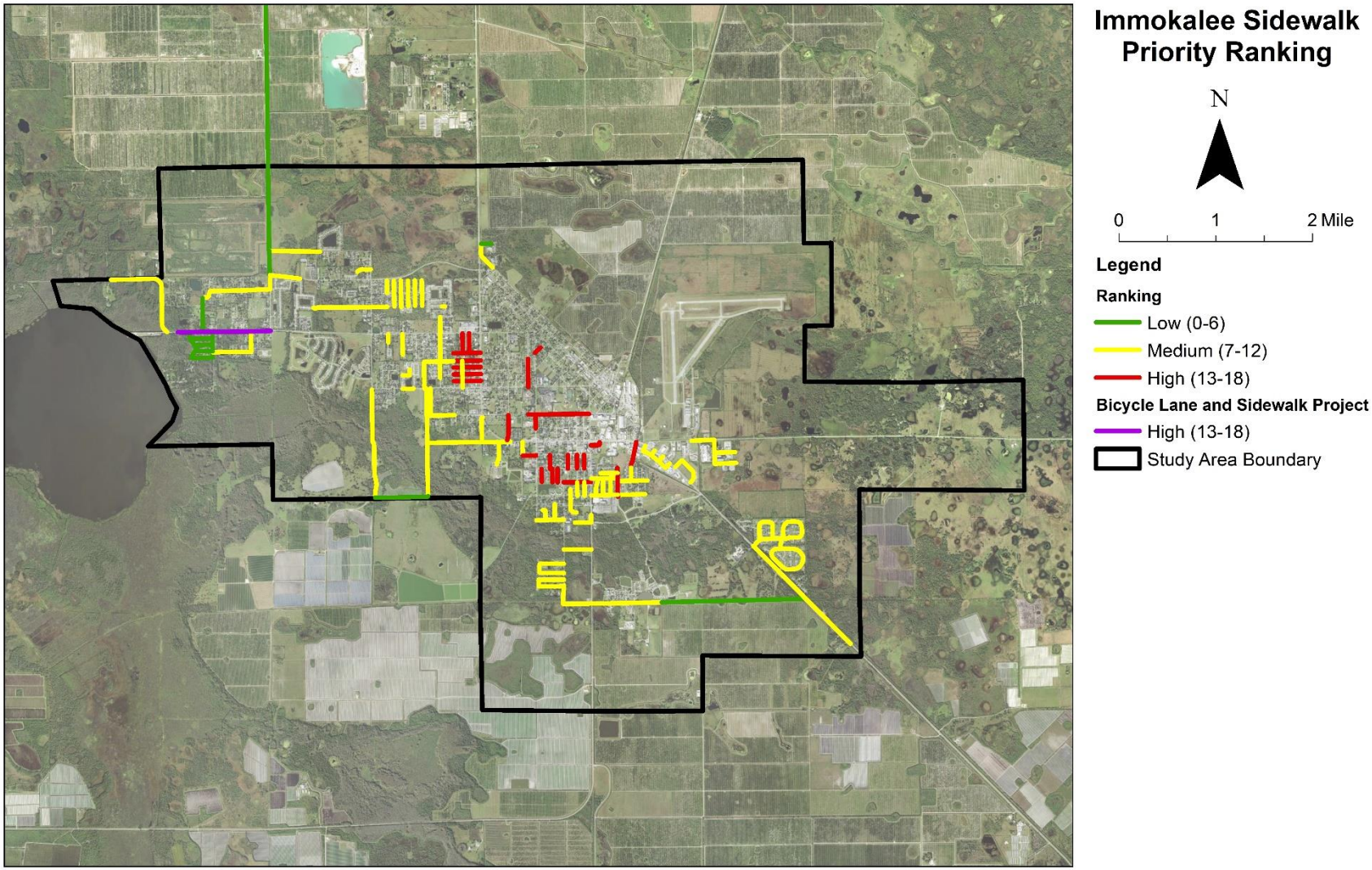


Figure ES-1. Sidewalk Projects Map

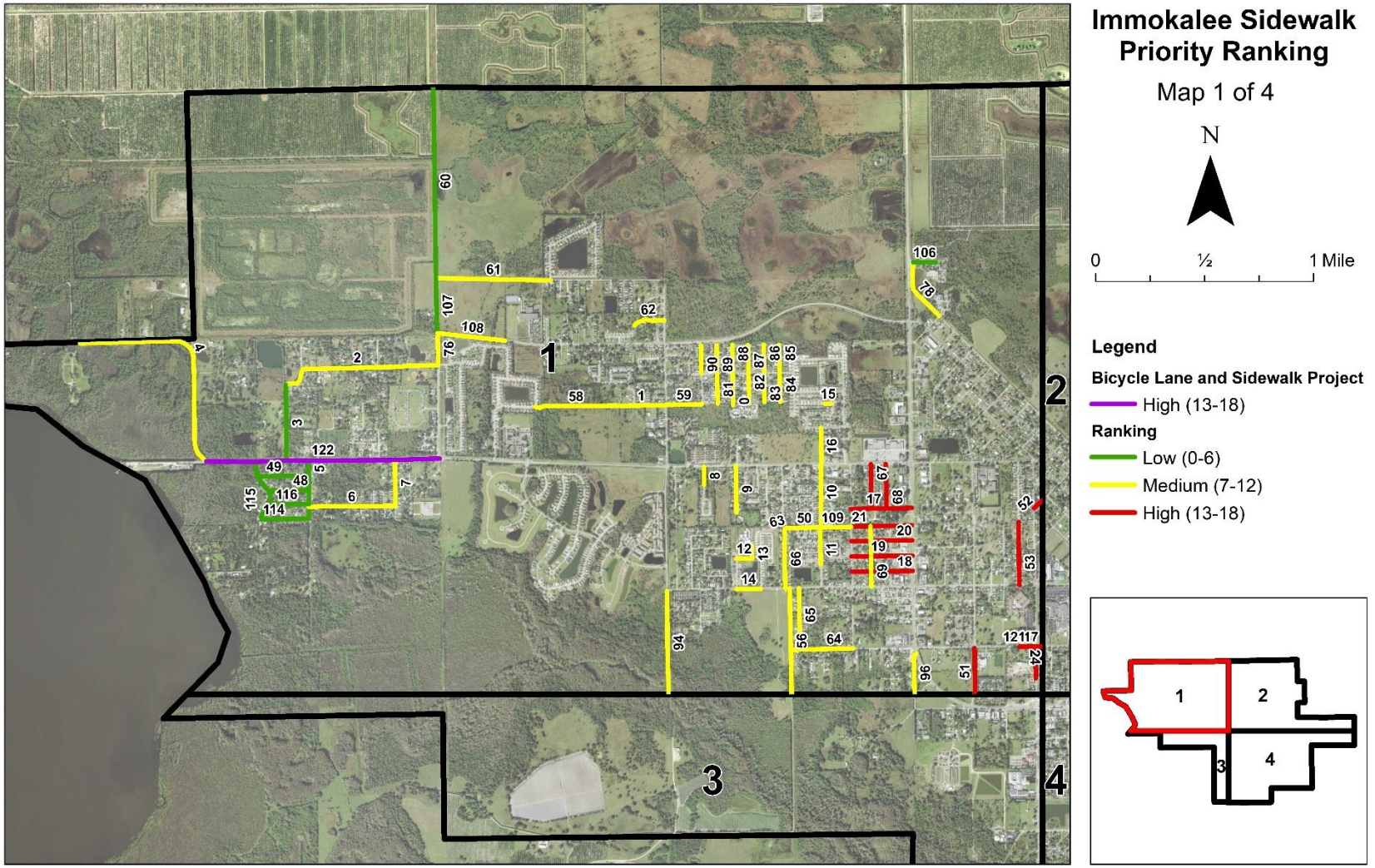


Figure ES-2. Quadrant 1 Sidewalk Project Map

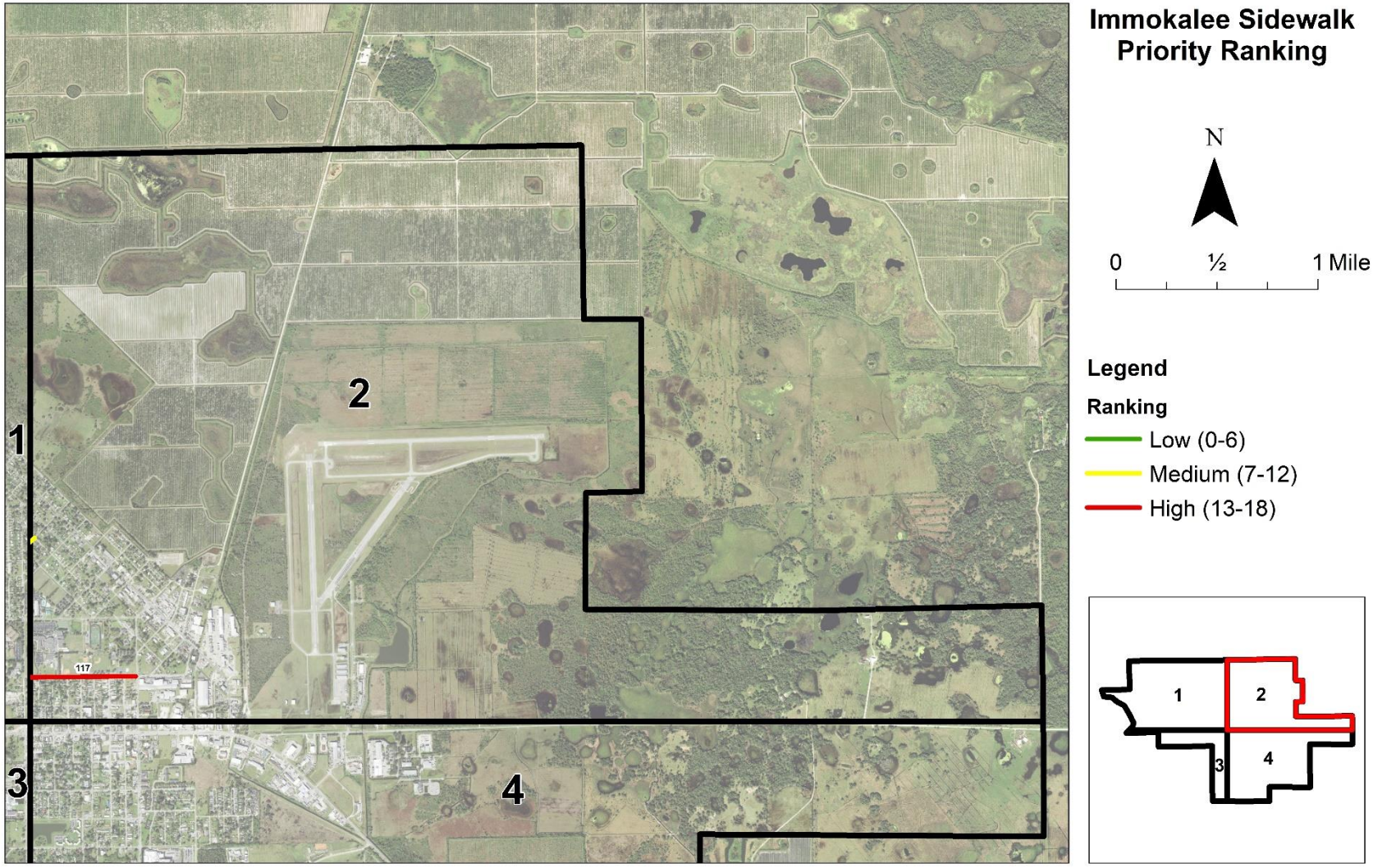


Figure ES-3. Quadrant 2 Sidewalk Projects Map

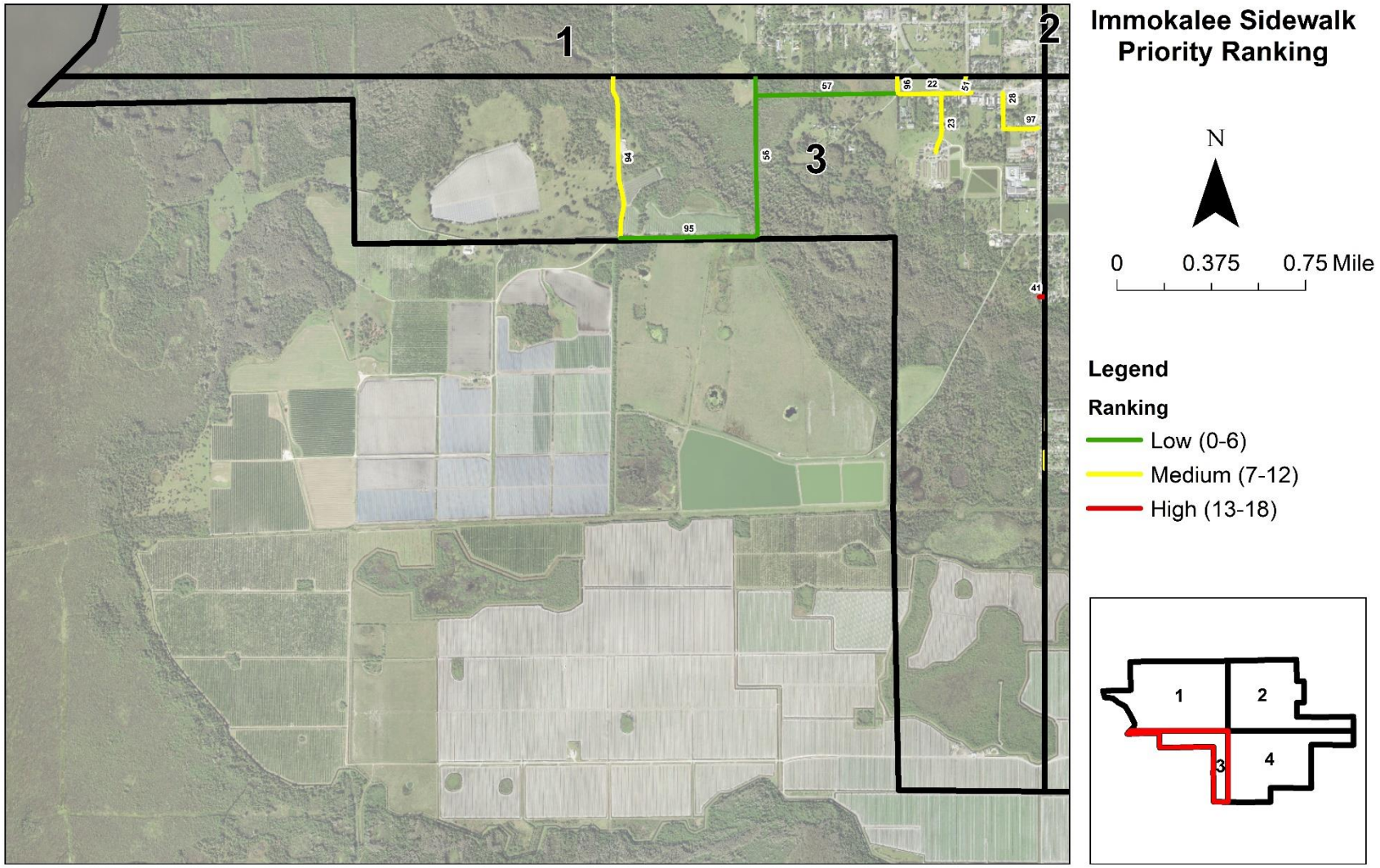


Figure ES-4. Quadrant 3 Sidewalk Projects Map

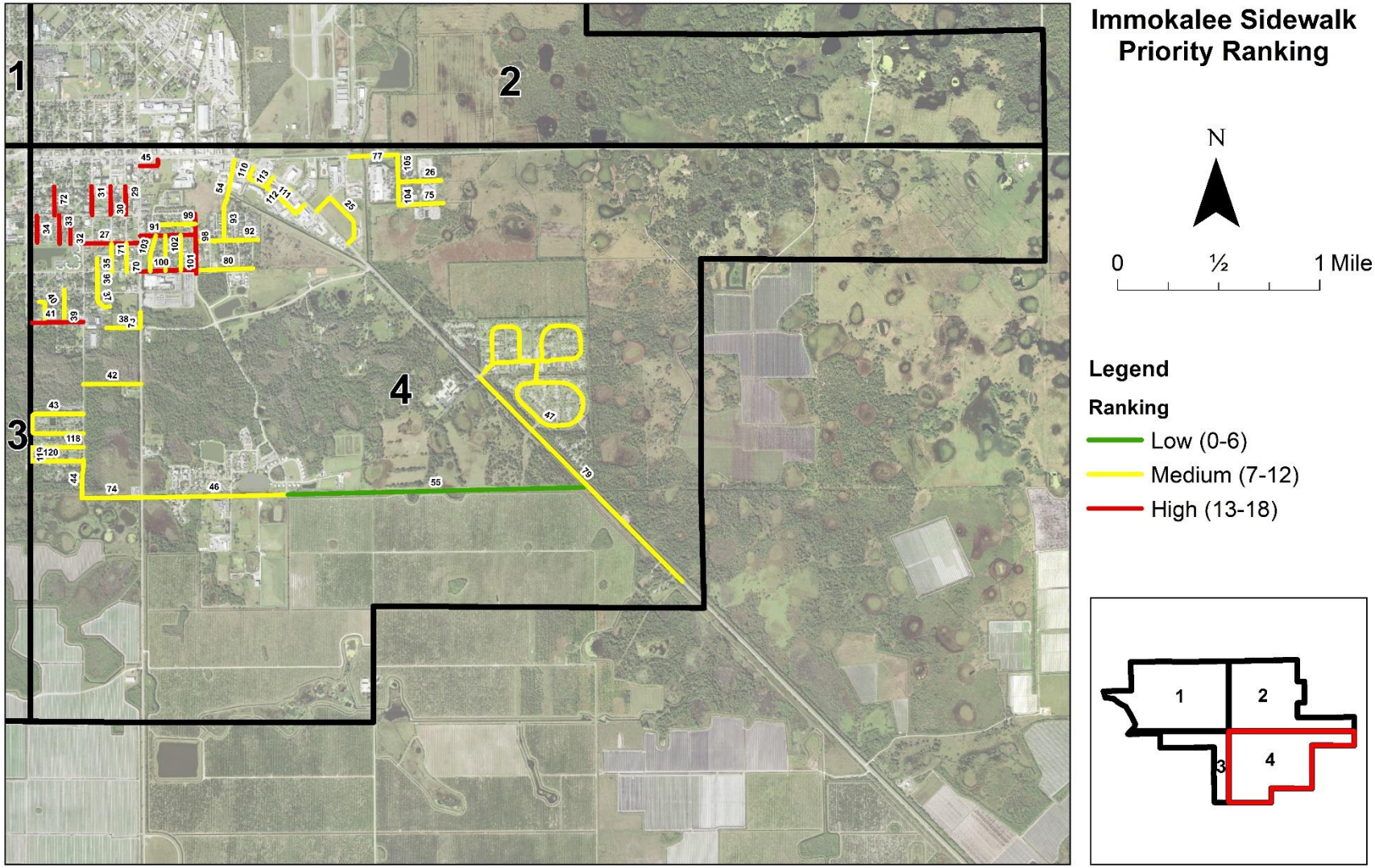


Figure ES-5. Quadrant 4 Sidewalk Projects Map

Roadway Project List

Table ES- 2. Roadway Project Listing

FID	Study	Street Name	From	To	Miles	Recommendations	Connectivity	Funding	Project Status	Evacuation Route	Right-of-Way Requirements	Score	Ranking
19	Long-Range Transportation Plan	Little League Rd Ext	SR 82	Little League Rd	3.65	Roadway Extension	1	2	1	1	0	5	Medium
27	Long-Range Transportation Plan	SR 29 Loop Road	New Market Rd N	SR 82	3.61	Construct new road	1	2	1	1	0	5	Medium
1	Immokalee Transportation Network Plan	Plum St	Carson Rd	Plum St	0.15	Asphalt Paving	1	0	1	0	1	3	Medium
3	Long-Range Transportation Plan	Westclox St Ext	Little League Rd	Westclox St	0.28	Roadway Extension	1	1	1	0	0	3	Medium
9	Immokalee Transportation Network Plan	Hendry St Ext	Adams Ave W	Washington Ave	0.07	Roadway Extension	1	0	1	0	1	3	Medium
10	Immokalee Transportation Network Plan	W Delaware Ave Ext	S 9th St	W Delaware Ave	0.20	Construct new road	1	0	1	0	1	3	Medium
12	Immokalee Transportation Network Plan	S 5th St	W Deleware Ave	W Eustis Ave	0.13	Construct new road	1	0	1	0	1	3	Medium
14	Immokalee Transportation Network Plan	11th St Ext	E Main St	11th St SE	0.24	Roadway Extension	1	0	1	1	0	3	Medium
15	Immokalee Transportation Network Plan	E Eustis Ave Ext	School Dr	16th St SE	0.25	Roadway Extension	1	0	1	0	1	3	Medium
16	Immokalee Transportation Network Plan	Stockade Rd Ext	Stockade Rd	SR 29	1.32	Roadway Extension	1	0	1	1	0	3	Medium
23	Immokalee Transportation Network Plan	Boston Ave	Handcock St	S 9th St	0.12	Asphalt Paving	1	0	1	0	1	3	Medium
6	Immokalee Transportation Network Plan	8th Ave Ext	Dilsa Ln	8th Ave	0.03	Roadway Extension	1	0	1	0	0	2	Low
7	Immokalee Transportation Network Plan	Roberts Ave W Ext	Welles St	Roberts Ave W	0.06	Roadway Extension	1	0	1	0	0	2	Low
8	Immokalee Transportation Network Plan	Clifton Rd Ext	Clifton Rd	Clifton Rd	0.08	Roadway Extension	1	0	1	0	0	2	Low
11	Immokalee Transportation Network Plan	Hancock St	W Main St	Boston Ave	0.13	Repave	0	0	1	1	0	2	Low

Table ES-2. Roadway Project List, Cont.

FID	Study	Street Name	From	To	Miles	Recommendations	Connectivity	Funding	Project Status	Evacuation Route	Right-of-Way Requirements	Score	Ranking
17	Immokalee Transportation Network Plan	Proposed Roadway	at Immokalee Dr	-	0.99	Roadway Extension	1	0	1	0	0	2	Low
18	Immokalee Transportation Network Plan	W Main St Ext	Proposed Roadway	N 15th St	0.50	Roadway Extension	1	0	1	0	0	2	Low
20	Immokalee Transportation Network Plan	Curry Rd Ext	Justice Cir	Curry Rd	0.34	Roadway Extension	1	0	1	0	0	2	Low
21	Immokalee Transportation Network Plan	Complex Dr Ext	Complex Dr	Village Oaks Elementary	0.65	Roadway Extension	1	0	1	0	0	2	Low
22	Immokalee Transportation Network Plan	Carson Rd Ext	Little League Rd Ext	Carson Rd	0.47	Roadway Extension	1	0	1	0	0	2	Low
24	Immokalee Transportation Network Plan	Immokalee Dr	Carson Rd	N/A	1.00	Roadway Extension	1	0	1	0	0	2	Low
25	Immokalee Transportation Network Plan	Proposed Roadway	Proposed Roadway	Proposed Roadway	0.49	Roadway Extension	1	0	1	0	0	2	Low
26	Immokalee Transportation Network Plan	S 5th St Ext	S 5th St	Immokalee Rd	0.31	Roadway Extension	1	0	1	0	0	2	Low
2	Immokalee Transportation Network Plan	Roy Way	Dead End	Carson Rd	0.13	Asphalt Paving	0	0	1	0	0	1	Low
4	Immokalee Transportation Network Plan	Little League Rd Ext	Trafford Farm Rd	Little League Ct	0.51	Repave	0	0	1	0	0	1	Low
5	Immokalee Transportation Network Plan	Trafford Farm Rd	Little League Rd	Lake Trafford Rd	0.21	Repave	0	0	1	0	0	1	Low
13	Immokalee Transportation Network Plan	Stokes Ave	Dead End	S 5th St	0.13	Repave	0	0	1	0	0	1	Low

Roadway Project Map

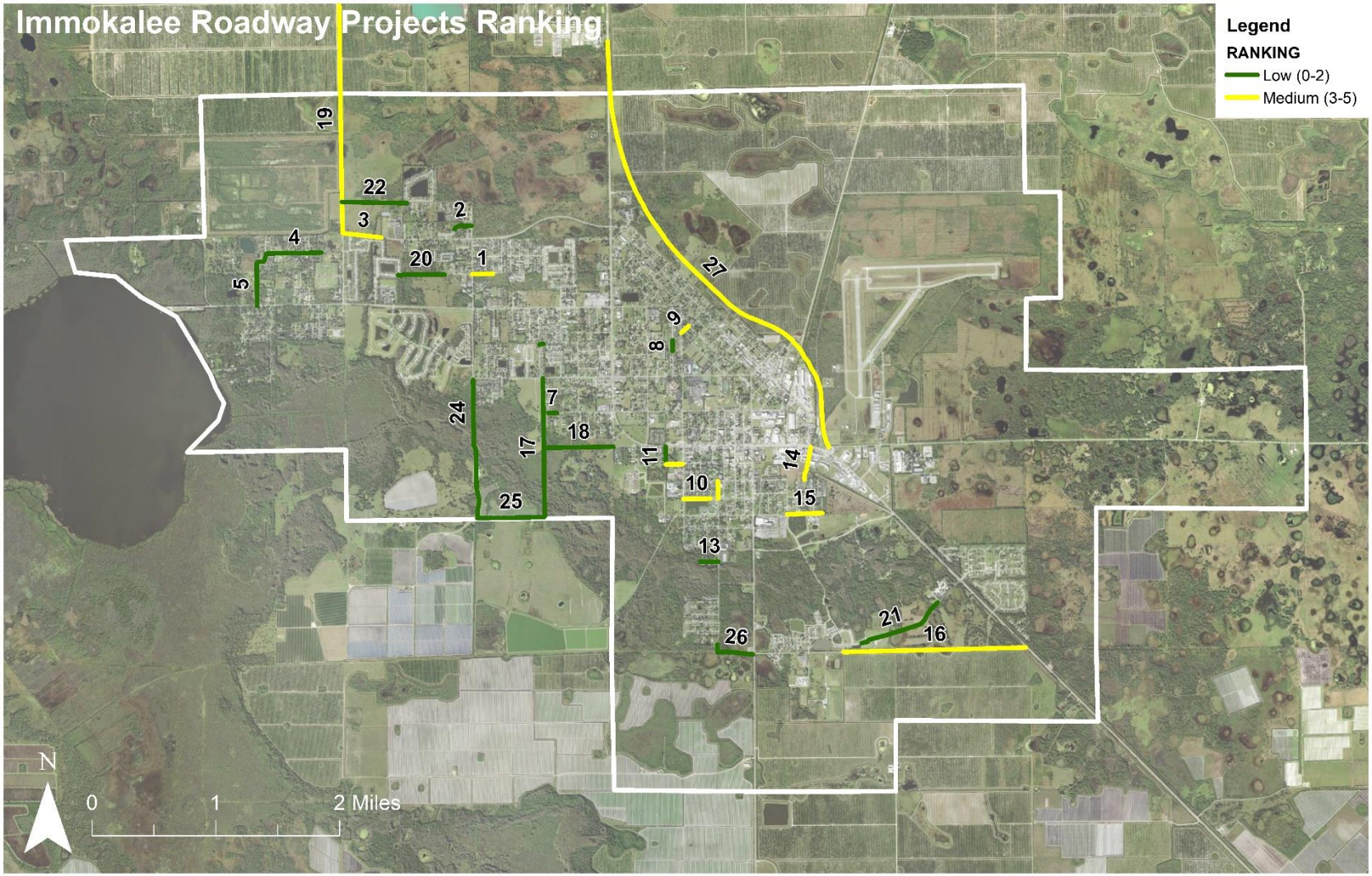


Figure ES-6. Roadway Projects Map

1.0INTRODUCTION

1.1 Study Purpose

Recognizing that a significant segment of Immokalee's population uses public transit, walks or bicycles to work, school, and other destinations, Collier County has initiated a multi-modal transportation planning study that will compile transportation and mobility projects and programs identified in other studies, identify additional projects and studies that are needed to complete connections and expand mobility for all. This project will consult with external stakeholders and service providers with the goal of developing recommendations that identify enhancements to mobility for the residents of Immokalee and may include potential routes to improve the connectivity of the collector and local street network to expand public transit service, and bicycle and pedestrian access. The study will deliver tools (including lists and maps) that will allow stakeholders to identify opportunities to advance projects, coordinate resources and address gaps, and direct investments and efforts.

1.2 Study Background

The ***Immokalee Transportation Network Plan*** was initiated by Collier County as a multi-modal transportation planning study that investigates the transportation mobility needs of the community, recognizing that a significant segment of Immokalee's population uses public transit, walks, or bicycles to work, school, and other destinations.

1.3 Study Goals

The goal of this effort is to determine community mobility needs and important connections to address missing gaps, set priorities for needed improvements, and recommend improvements to address the mobility needs providing accessibility for all.

Through the implementation of the projects in this plan, the residents of Immokalee will able to travel throughout the community eaiser. Obstacles to mobility will be identified and addressed, accessibility and walkability will be increased and gaps in the transportation network will be identified, and necessary projects identified. This project will support all transportation needs within Immokalee with an emphasis on walkability. It will plan for interconnecting local streets to enhance transit, walking, and cycling and allow for coordination with FDOT on state roadway projects.

1.4 Study Area

The study area comprises the extent of Immokalee, which is a Census Designated Place (CDP) located in unincorporated Collier County (see ***Figure 1*****).** Per the 2020 census, the Immokalee CDP is 14,540.8 acres or 22.72 square miles. For planning purposes, Collier County identifies the Immokalee area as consisting of approximately 21,306 acres (Collier County- Planning Communities data). Maps contained within this report utilize the Collier County data for the urban boundary. Maps depicting the sidewalk projects divide the study area into quadrants allowing for better visualization of the proposed projects.

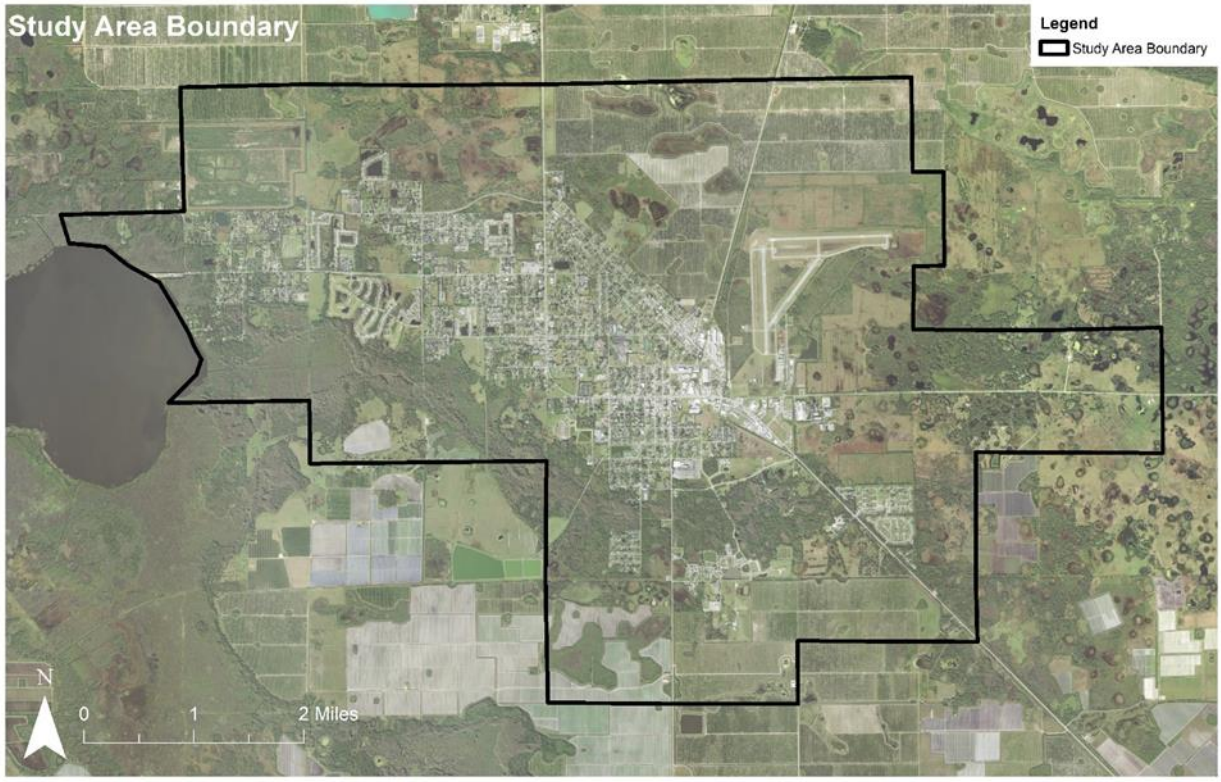


Figure 1. Immokalee Study Area

1.5 Stakeholder Advisory Group

The Immokalee Transportation Network Plan Stakeholder Advisory Group (SAG) were individuals with direct knowledge of transportation needs and issues in the community. The Atkins team was provided a list of stakeholders to contact and participate with the team during the study process and meetings.

The Stakeholder Advisory Group includes the following:

A. Internal Members
- Code Enforcement
- Collier County Development Review Division
- Collier County Parks & Recreation Division
- Collier County Sheriff's Office - Safety Officer
- Collier County Stormwater Division
- Collier County Traffic Operations Division
- Collier County Transportation Planning Division
- Immokalee Fire Department

B. Agency/Governmental Members
- Collier Area Transit
- Collier Metropolitan Planning Organization (MPO) Staff
- Florida Department of Transportation (FDOT)
- FDOT Commuter Services/Vanpool Services
- FDOT Planning Studio
- Immokalee Chamber of Commerce
- Immokalee CRA Advisory Board
- Immokalee Health Department
- Immokalee MSTU Advisory Board
- Immokalee Regional Airport
- Immokalee Technical Institute, Collier County Public Schools
- LeeTran
- Southwest Florida Regional Planning Council (SWFRPC)

C. Advocacy Groups
- Bicycle Pedestrian, and Pathways Groups
- Blue Zones – Immokalee Committee
- Complete Streets Coalition
- Immokalee Fair Housing Alliance/Community Foundation of Collier County
- Seminole Tribe of Florida
- Unmet Needs Coalition

- **Meeting #1, May 6, 2022:** Project Kick-off meeting was held via Teams. The major topics for discussion were as follows:
  - Introductions of the Collier County team, the consultant team, and the Stakeholders
  - Discussion of the project Goals and Objectives
  - Review of the project schedule
  - Review of the preliminary list of previous studies to be reviewed
  - Review of data and issues that will influence the development of the plan
  - Approach to public input and outreach

- **Meeting #2, July 11, 2022**: The second stakeholders' meeting reviewed the initial recommendations to expand the roadway and sidewalk networks. At the workshop, the participants reviewed large-scale plots and provided comments on the projects shown and the ones that should be added. These recommendations sought to fill the gaps in the sidewalk network, expand the sidewalk network to allow for safer access to points of interest and replace substandard sidewalk sections.

  The roadway expansion recommendations identified roadway improvements that would connect and/or expand the existing roadway system. This also includes numerous intersection and operational improvements as well as the identification of potential roadway or lane repurposing projects.

- **Meeting with the Collier MPO County Bicycle and Pedestrian Advisory Committee (BPAC):** A presentation was made to the BPAC on February 21, 2023. The committee was given an overview of the study process and the top ten sidewalk and roadway projects included in the plan. The plan was well received by the committee and the discussion centered around the need to complete as many of the sidewalk projects as possible as the committee recognized the importance of walking in the Immokalee area.

In addition to the SAG, meetings with community representatives were held. A summary of these meetings is included in ***Appendix A***.

1.6 Study Process

The study team consulted with community stakeholders, service providers, and citizens with the goal of developing recommendations that identify mobility enhancements for the citizens of Immokalee. The study is intended to include potential routes to improve the connectivity of the collector and local street network and bicycle and pedestrian access. The study includes project lists, exhibits, and maps that will allow stakeholders to identify future opportunities to evaluate and advance projects, coordinate resources and address gaps, and prioritize and direct investments and efforts.

Figure 2. Study Process

2.0PREVIOUS STUDIES ANALYSIS

A key element in developing the *Immokalee Transportation Network Plan* was conducting a comprehensive review of previous studies. This review focused on the goals and objectives that support transportation and mobility plans, specific community policies, and the identification of key connections, destinations, and priority transportation and mobility improvements. Atkins prepared a literature search and report on previous studies related to transportation issues and the needs of the Immokalee community. Later discussions and interviews with the County and CRA staff members provided additional previous studies and data that proved to be essential to the study effort. Additionally, data, maps, and projects from these studies were compiled in further detail in ***Section 3.0. Existing Conditions and Section 4.0 Gap Analysis and Project Identification*** portion of this study.

Plans and Resources Reviewed

A total of 12 plans and resources were reviewed as part of the previous studies analysis:

- Collier County/Immokalee Complete Streets TIGER 2016 Application and Grant Award
- Collier Area Transit (CAT) Bus Stop & Facility Accessibility Study
- CAT Comprehensive Operations Analysis (COA)
- CAT Transit Development Plan (TDP)
- Collier MPO and CAT Park-and-Ride Study
- Collier MPO Bicycle & Pedestrian Master Plan
- Collier MPO Pedestrian and Bicycle Safety Study
- Collier MPO Local Road Safety Plan (LRSP)
- Immokalee Pedestrian Crosswalk Improvements Study
- Immokalee Walkable Community Study
- Immokalee CRA Redevelopment Plan - Sidewalk Master Plan Element
- SR 29 Loop Road from CR 846 to SR 29 North Terminus

Key topics and one-page summary sheets for each of these plans are included in this section.

Key Trends

Common trends in the literature reviewed included bicycle and pedestrian infrastructure improvements, the identified need for increased transit service from CAT in the Immokalee area, and the documentation of the environmental justice needs of Immokalee.

Key Topics

The matrix below provides an overview of key topics covered in each of the documents reviewed. The key topics are color-coded and tagged throughout the document and are defined as follows:

Topic	Tag	Description
Key Connections	Connections	Identified key connections and destinations within the Immokalee area.
Infrastructure Recommendations	Infrastructure	Includes project lists or maps for multi-modal infrastructure improvements.
Safety	Safety	Includes crash data, analysis, and/or recommended safety improvements.
Accessibility/ADA	ADA	Specifically addresses accessibility and/or ADA.
Environmental Justice/Equity	Equity	Includes environmental justice/equity analysis and recommendations.
Transit	Transit	Includes transit-specific recommendations.
Bicycle/Pedestrian	Bike/Ped	Includes bicycle and pedestrian-specific recommendations.

Table 1. Plan Review Matrix

Plan/Document	Connections	Infrastructure	Safety	ADA	Equity	Transit	Bike/Ped
Bus Stop & Facility Accessibility Study		X	X	X		X	
CAT COA	X	X				X	
CAT TDP	X				X	X	
Complete Streets TIGER Grant	X	X	X	X		X	X
Park-and-Ride Study	X	X				X	
Bicycle and Pedestrian Master Plan	X	X	X	X	X	X	X
Pedestrian/Bicycle Safety Study			X				X
Local Road Safety Plan	X	X	X				X
Pedestrian Crosswalk Improvements Study		X	X	X	X		X
Walkable Community Study	X	X	X	X			X

Plan/Document	Connections	Infrastructure	Safety	ADA	Equity	Transit	Bike/Ped
CRA Redevelopment Plan – Sidewalk Master Plan Element	X	X	X	X	X	X	X
SR 29 Loop Road PD&E Study	X	X					

2.1 Bus Stop and Facility Accessibility Study

Document Title: Collier Area Transit Bus Stop ADA Assessment Final Report

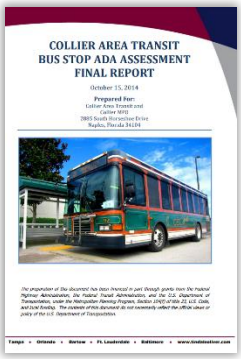
Responsible Agency: Collier Area Transit (CAT)/Collier MPO

Jurisdiction: CAT Service Area

Document Year: 2014

Infrastructure | Safety | ADA | Transit

Document Cover:



Document Summary: Reviewed the accessibility and safety/security of the 524 active bus stops in the CAT system. Bus stops were categorized as high, medium or low in terms of accessibility and safety/security and notable stops within the Immokalee routes were identified in each evaluation category. Some bus stops were also recommended to be relocated and/or combined.

Key Findings: Accessibility, safety, and security were rated by the following elements:

- Bus stop location;
- Presence of a marked and controlled pedestrian crossing;
- Presence of a curb and compliant curb ramp;
- Ability to maneuver a wheelchair through shelter;
- Bench obstruction;
- Presence and compliance of a sidewalk;
- Presence and compliance of landing area;
- Presence and compliance of the bus stop sign.
- Landing area in a safe location;
- Presence of lighting; and
- Presence of other potential safety or security hazards.

Figure 3-2 Landing Area Standards Diagram

Bus stop scores:

- Bus stops in Immokalee with the lowest accessibility scores were Bus Stop 377 at Winn Dixie and Lake Trafford Road; 337 Taylor Terrace and Bass Road; 358 S. 5th Street and W. Delaware Avenue; 285 1St Street and Eustis Avenue E.; and S 6th Street and Colorado Avenue.
- Bus stops in Immokalee with the lowest safety/security scores were Bus Stop 358 at S. 5th Street and W. Delaware Avenue; 321 Farm Worker Way and Agricultural Way; 336 Lake Trafford Road and Christian Terrace; and 377 Winn Dixie and Lake Trafford Road.

2.2 CAT Comprehensive Operations Analysis

Document Title: Collier County Area Transit Comprehensive Operations Analysis

Responsible Agency: CAT/Collier County

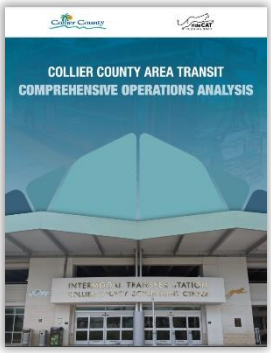
Jurisdiction: CAT Service Area

Document Year: 2021

Tags:

Transit | Connections | Infrastructure

Document Cover:



Document Summary: Evaluated the operational efficiency of the transit system and its components. Recommendations in the COA regarding routes, service, and stops in Immokalee.

Key Findings:

- CAT operates vehicles to Immokalee from its administrative and operations headquarters located on Radio Road. The one-way distance between the Health Department transfer location in Immokalee and the Radio Road facility is approximately 35 miles.
- Five (5) fixed bus routes operate either within or to Immokalee.
- Over the last year, two (2) additional buses, not shown on the published schedule, have been added to supplement early AM demand for service between Immokalee and Government Center.
- Immokalee is situated just beyond a growing eastward expansion of the County, positioning the community in a location that is too close for limited transit operations, but also too far to serve efficiently.
- A cost/benefit assessment should be considered to determine the return on investment of a satellite operations facility located in Immokalee. Benefits include:
  - Reduced fuel and maintenance costs;
  - Potential retainment and retention of operations staff; and
  - Mobile ticket app vs. bus pass availability.
- Recommended service alternatives are shown in Table 9.
- The demand for public transportation demonstrates that Immokalee has effectively become workforce housing for the communities to the west and the demand for transportation to connect to those jobs continues to grow.
- The AM express bus services connecting Immokalee to Marco Island and Government Center are some of the most productive services in the CAT system.

Table 9: Service Alternatives – Realignment

Route	Service Description
Route 21	• Add mid-day service, 2-hour frequency • Maintain service on Collier Boulevard between Marco Island and Wal-Mart • Remove service on San Marco Road due to low productivity • Add service on Collier Boulevard to Radio Road transfer station to improve connections at the transfer location to Route 19/28 Immokalee service
Route 22 and Route23	• All day, 90-minute frequency • Realign routes to be a bi-directional loop on the same alignment • Add service deviation to Esperanza Way on Immokalee Drive • Remove service on N 9th St from Roberts Avenue and Lake Trafford Road, Lake Trafford Road between N 9th St and N 15th St, and to the Salvation Army • Recommendation includes scheduling outbound trips from Immokalee to be offset with Route 19/28, Route 121 and Route 19 Express Trips
Route 25	• All day, 75-minute frequency • Realign route to travel on US 41 between Pine Ridge Road and Golden Gate Parkway, access at Coastland Center Mall, and Golden Gate Community Center • Discontinue Sunday service. Route 25 is a low ridership route. • Remove service on Collier Boulevard and Goodlette Frank Rd
Route 27	• All day, 105-minute frequency • Realign route to travel on Immokalee Road between Creekside and the Collier County Fairgrounds • Discontinue Sunday service. Route 27 is a low ridership route. • Remove service on Collier Boulevard and Livingston Road due to low productivity

2.3 CAT Transit Development Plan (TDP)

Document Title: Collier Area Transit Ten-Year Transit Development Plan 2021-2030

Responsible Agency: CAT

Jurisdiction: Collier County

Document Year: 2020

Tags: Transit | Connections | Equity

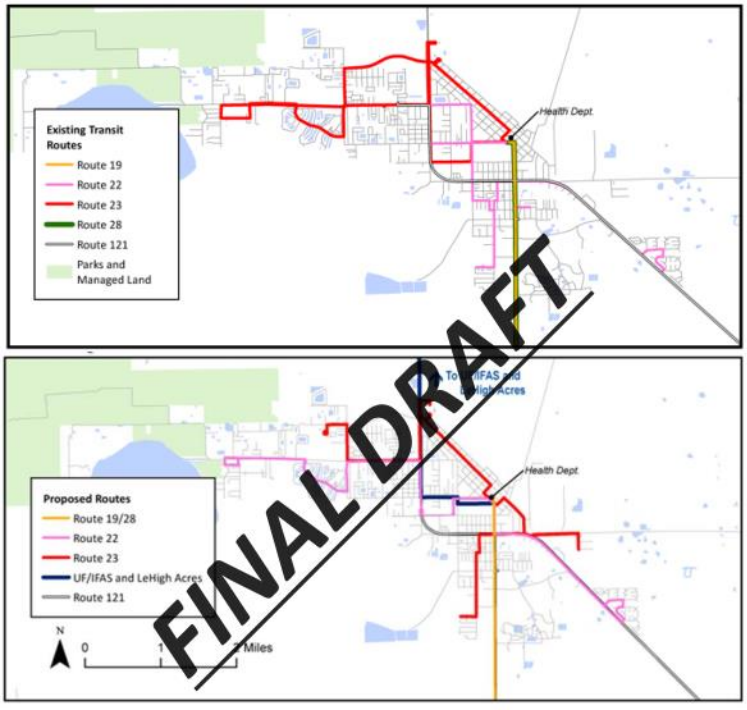
Document Cover:

Document Summary: This document is an update to the TDP for CAT services in Collier County, as currently required by State law. This TDP resulted in a 10-year plan for transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

Key Findings:

- Based on population growth analysis, Immokalee is expected to see slightly more growth than other parts of the county through 2045 due to redevelopment efforts.
- As of 2020, Immokalee has medium-range employment densities.
- Commute times: Immokalee residents who travel to Lee County by transit must first travel to Naples to connect with one of the CAT Routes (11, 12, or 27) to connect to LinC. These time travel requirements present barriers to residents who make this trip by transit.
- The two most common route suggestions for express buses during public involvement were Naples to Miami and Immokalee to Naples.
- Overall, a need for more transit services in Immokalee was expressed during the public involvement effort and public transit advisory committee.

Map 9-7: Existing and Proposed Network in Immokalee



- The Immokalee Health Department had higher-than-average boardings based on Automatic Passenger Count data.
- A more direct connection from Immokalee to Lee County is needed based on travel behavior.
- Recommends realigning Routes 19 and 28 which provide service from the Health Department in Immokalee to the Government Center.

2.4 Complete Streets TIGER Application and Grant

Document Title: Immokalee Complete Streets – Growing Connections to Create Mobility Opportunities

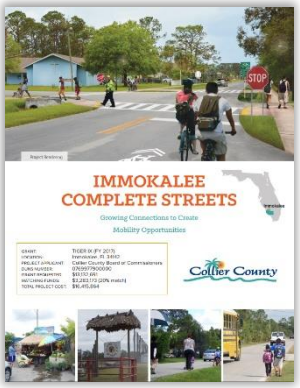
Responsible Agency: Collier County

Jurisdiction: Immokalee

Document Year: 2016

Tags: Safety, Bike/Ped, Infrastructure, Connections, ADA

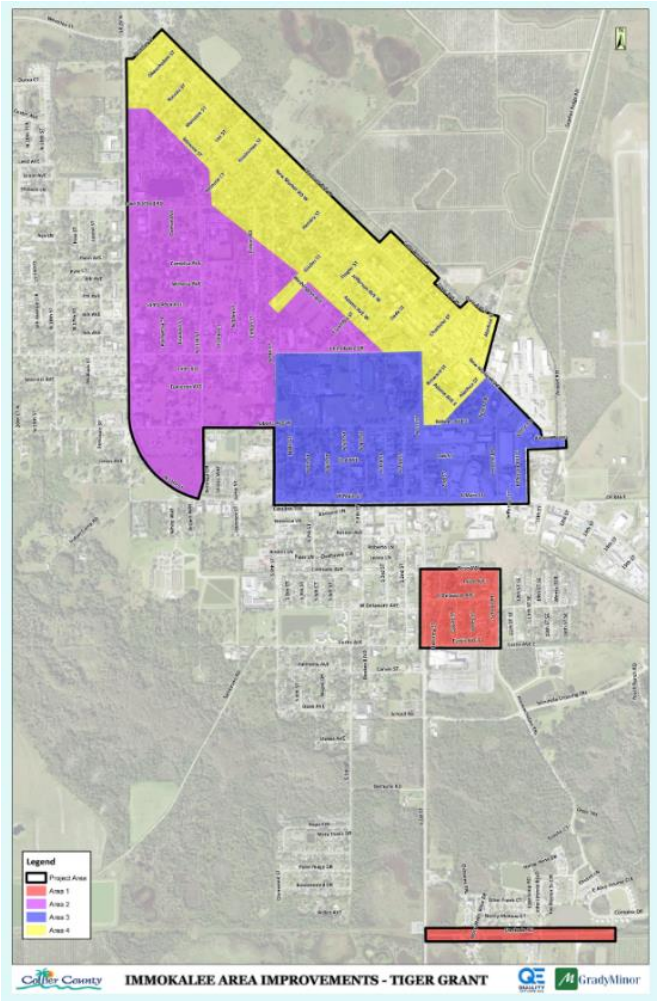
Document Cover:



Document Summary: Collier County submitted the Immokalee Complete Streets—Growing Connections to Create Mobility Opportunities in the FY 2017 grant cycle.

Key Findings: The complete streets program will include:

- 20 miles of concrete sidewalks;
- 1-mile of multi-use pathway;
- 20 miles of upgraded drainage ditch and swales;
- 9 enhanced bus stop amenities/shelters which include bus shelters, benches, and bike racks;
- Construction of a Bus Transfer Station next to the Collier County Health Department;
- Comprehensive street lighting improvements within the project area; and
- 5-mile bicycle boulevard network with traffic calming and signage. The bicycle boulevard treatments are proposed for Madison Avenue, Jefferson Avenue, Lee Street, Jackson Street, Escambia Street, Broward Street, and the portion of Lake Trafford Road within the TIGER complex of street improvements.



2.5 Park-and-Ride Study

Document Title: Collier MPO and CAT Park-and-Ride Study

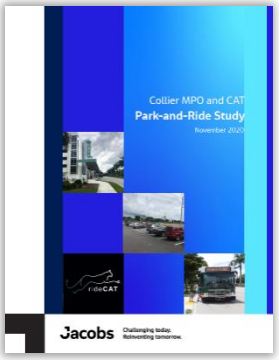
Responsible Agency: CAT/Collier MPO

Jurisdiction: Collier County

Document Year: 2020

Tags: Connections | Bike/Ped | Infrastructure

Document Cover:



Document Summary: The Collier MPO completed a park-and-ride study for CAT, published in November 2020. The study reviewed potential sites for park-and-ride facilities throughout the county.

Key Findings:

- In previous studies, park-and-ride facilities were recommended 200 feet south of the governmental facilities location on Immokalee Road, and at the Immokalee Health Center.
- In this study the Health Center location was recommended over the government facilities site since the Health Center site has TIGER grant funding for a CAT transfer station.
- CAT has also coordinated with LeeTran to investigate connections with a proposed LeeTran park-and-ride facility in Lehigh Acres.

Figure 1-1. Benefits of Using Park-and-Ride

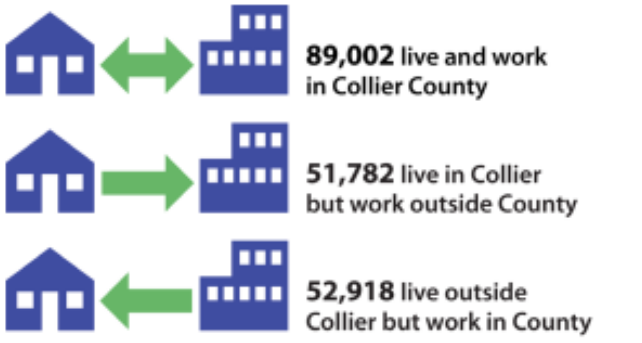


Figure 3-3. Collier County Employment and Residency

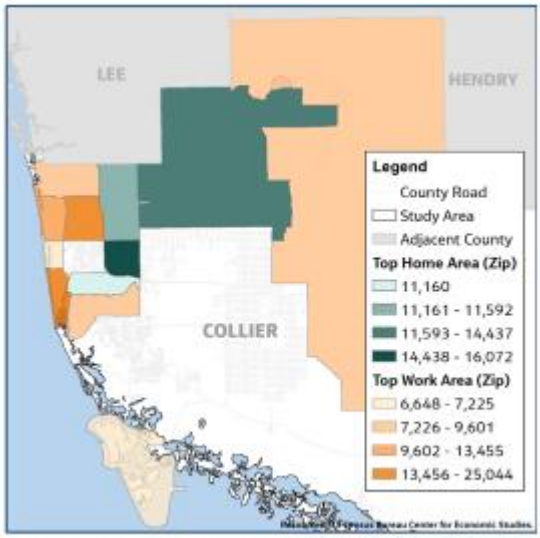


Figure 3-2. Top Zip Codes for Home vs. Work Area

2.6 Bicycle and Pedestrian Master Plan

Document Title: Collier MPO Bicycle & Pedestrian Master Plan

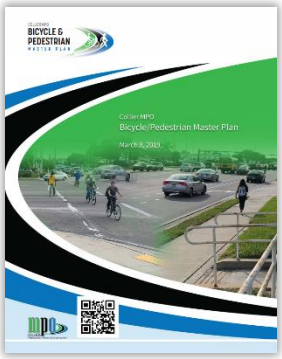
Responsible Agency: Collier MPO

Jurisdiction: Collier Metropolitan Planning Area

Document Year: 2019

Tags: Connections | Infrastructure | Safety | Bike/Ped | Transit | ADA | Equity

Document Cover:



Document Summary: This plan built off prior efforts from the original 1994 Comprehensive Pathway Plan and updates in 2006 and 2012 to develop a "first-class" bicycle and pedestrian network in Collier County with the purpose of unifying planning efforts and influencing facility improvement priorities at the county level.

Key Findings:

- Vision: "To provide a safe and comprehensive bicycle and pedestrian network that promotes and encourages community use and enjoyment".
- Goals: To pursue strategies that improved and/or protected safety, connectivity, health, and the economy.
- The Plan is for the entirety of Collier County with specific details and map insets for Immokalee.
- Environmental Justice (EJ) in Immokalee was ranked "high" (northwest neighborhoods) or "very high" (south, east neighborhoods, and downtown neighborhoods).
- Includes existing facilities inventory for Immokalee, most of which are either paved shoulders or connector sidewalks.
- Common themes in community engagement were to "increase connectivity…between Immokalee and the rest of the county" and to "develop multi-use paths where possible".

Figure 1: Existing Facilities Inventory

Figure 14: SunTrail Alignments and Spine Pathway Corridors

2.7 Pedestrian and Bicycle Safety Study

Document Title: Collier MPO Pedestrian and Bicycle Safety Study

Responsible Agency: Collier MPO

Jurisdiction: Collier Metropolitan Planning Area

Document Year: 2013

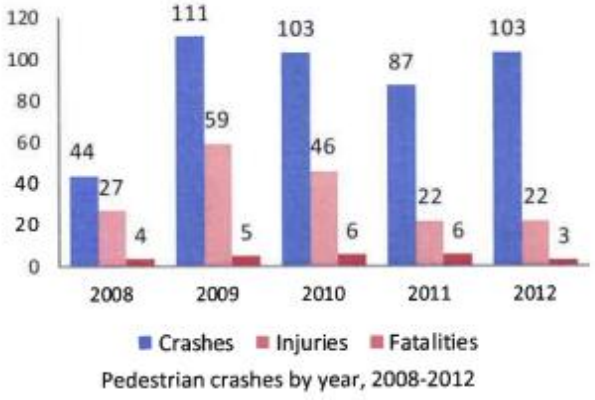
Tags: Bike/Ped | Safety

Document Cover:

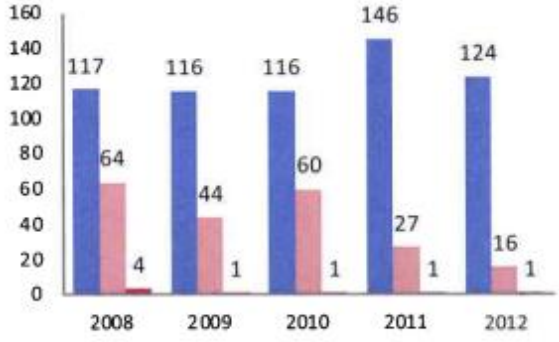
Document Summary: The study summarized the tasks of the Collier MPO's pedestrian and bicycle safety project providing an analysis of bicycle and pedestrian crash data that will allow the MPO to identify future pathways improvement projects and other safety initiatives to improve the safety of walkers and bicyclists.

Key Findings:

- Immokalee accounted for 11% of total bike/ped crashes in Collier County.
- The most common crash cause was *Failure to Yield the Right-of-Way.*
- About 1/3 of bike/ped crashes occurred at an intersection.
- High Crash Locations (Immokalee):
  - The highest crash cluster identified was in Immokalee along West Main Street from South 9th Street to South 1st Street with accounting for 26% of all severe crashes.
- Medium-Moderate Crash Locations (Immokalee)
  - North 15th Street from Immokalee Drive to 8th Avenue.
  - Charlotte Street from Madison Avenue to 1st Street.
  - Eden Avenue from Pear Street to Carson Road.



Pedestrian crashes by year, 2008-2012



Bicycle crashes by year, 2008-2012

- Potential next steps identified in the plan included: the development of a Pedestrian/Bicycle Safety Action Plan, applying FHWA's pedestrian and bicycle safety audit methodologies to high crash areas, supporting the continuing education for law enforcement, and engineering personnel for bicycle and pedestrian safety issues.

2.8 Local Road Safety Plan

Document Title: Collier MPO Local Road Safety Plan (LRSP)

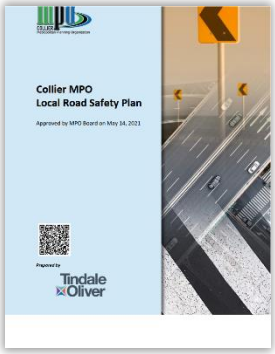
Responsible Agency: Collier MPO

Jurisdiction: Collier Metropolitan Planning Area

Document Year: 2021

Tags: Bike/Ped | Infrastructure | Safety | Connections

Document Cover:



Document Summary: A plan that identifies transportation safety issues and provides a framework for reducing fatalities and serious injuries on highways and local public roads.

Key Findings: Identified four emphasis areas for further analysis

- Non-Motorized (Bicycle and Pedestrian Crashes): are a state-wide Emphasis Area and an important component of traffic safety challenges in Collier County. These crashes account for only 2% of all reported crashes in Collier County but constitute 15% of the county's severe injury crashes and 24% of the county's crash fatalities.
- Intersection (Left-Turn and Angle Crashes).
- Lane Departure (Hit Fixed Object, Single Vehicle, Head-On, and Run-Off-Road Crashes).
- Same Direction (Rear-End and Sideswipe Crashes).

Key focus areas in Immokalee:

- SR-29 through Immokalee
- Lake Trafford Road—Carson Road to SR-29
- Immokalee Road—Stockade Road to SR-29
- SR-29—Immokalee Drive to CR-29A North

Table 2-6: Non-Motorized High Crash Corridors 2014-2018

On Street	From Street	To Street	Crashes	Fatal Crashes	Incap. Injury Crashes
Airport Rd	US-41 (Tamiami Trail)	Davis Blvd	31	2	3
Tamiami Trail E	Davis Blvd	Airport Rd	24	2	2
Tamiami Trail N	Vanderbilt Beach Rd	Immokalee Rd	22	1	0
SR 29	1st St	9th St	21	1	4
Bayshore Dr	Thomasson Dr	US-41 (Tamiami Trail)	20	0	3
Radio Rd	Livingston Rd	Santa Barbara Blvd	20	0	2
SR 29	9th St	Immokalee Dr	19	0	5
Tamiami Trail E	Airport Rd	Rattlesnake Hammock Rd	19	0	2
Collier Blvd	Vanderbilt Beach Rd	Immokalee Rd	16	0	1
Lake Trafford Rd	Carson Rd	SR-29	16	1	3
Immokalee Rd	Stockade Rd	SR-29	15	0	2
Davis Blvd	Lakewood Blvd	County Barn Rd	14	0	2
SR-29	Immokalee Dr	CR-29A North	14	1	2
Airport Rd	Davis Blvd	North Rd	13	0	2
Airport Rd	Radio Rd	Golden Gate Pkwy	13	0	1

2.9 Immokalee Pedestrian Crosswalk Improvement Study

Document Title: Immokalee Pedestrian Crosswalk Improvements Study

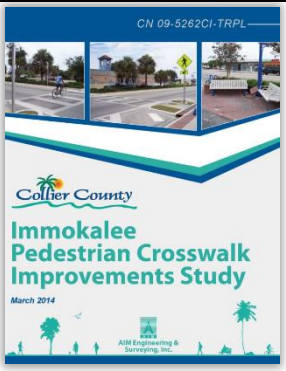
Responsible Agency: Collier County

Jurisdiction: Immokalee

Document Year: 2014

Tags: Bike/Ped, Infrastructure, Safety, ADA, Equity

Document Cover:



Document Summary: Evaluated the pedestrian crossing movements on SR 29 (Main Street) from 9th Street to CR 846 (1st Street) and 1st Street from Main Street to north of Delaware Avenue. Volume counts for vehicles, pedestrian counts and qualitative assessments were all conducted for a weekday and a weekend during the peak harvest months.

Key Findings:

- There have been 42 reported bike/ped crashes in the past seven years within the project area, with three resulting in fatalities.
- There are four schools within the project area.
- Major modes of transportation include walking, bicycles, and buses.

Main Street/1st Street Recommendations include:

- Install fences/railings/barriers to direct pedestrians to use crosswalks;
- Install in-pavement lights at crosswalks and RRFBs; replace burned-out lighting;
- Update landscape to ensure visibility in medians and near crosswalks; and
- Use high-emphasis markings at all crosswalks.

Main Street Recommendations include:

- Change 2,700 feet of Main Street into a pedestrian zone and reduce the speed limit to 30 mph; and
- Add crosswalk at 2nd Street.

1st Street Recommendations include:

- Install additional crossing at Colorado Avenue.

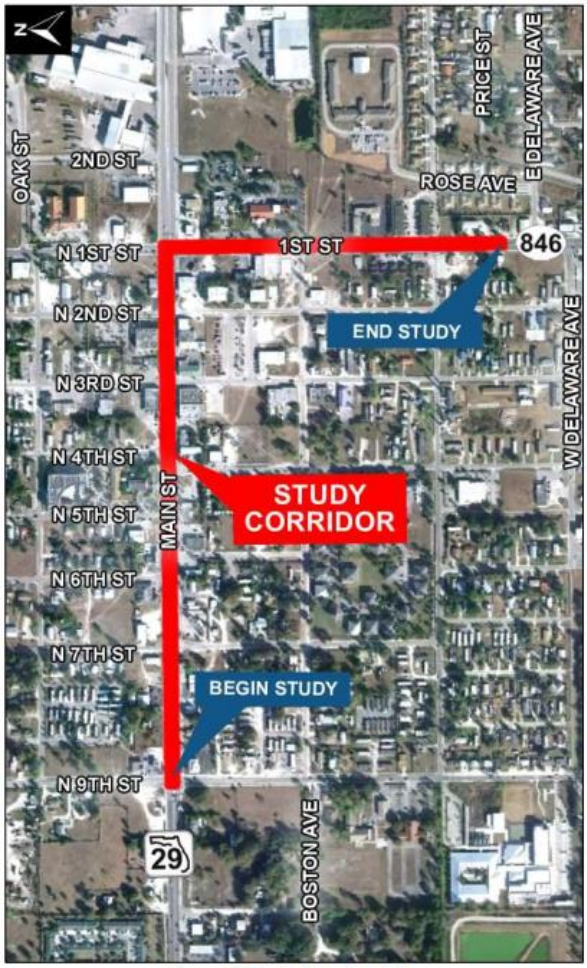


Figure 1 Study Location Map

2.10 Immokalee Walkable Community Study

Document Title: Immokalee Walkable Community Study

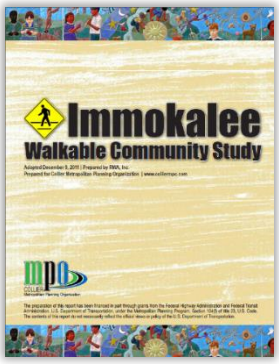
Responsible Agency: Collier MPO

Jurisdiction: Collier Metropolitan Planning Area

Document Year: 2011

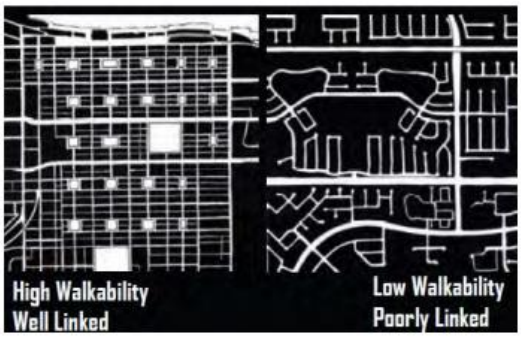
Tags: Infrastructure, Connections, Safety, ADA, Bike/Ped

Document Cover:



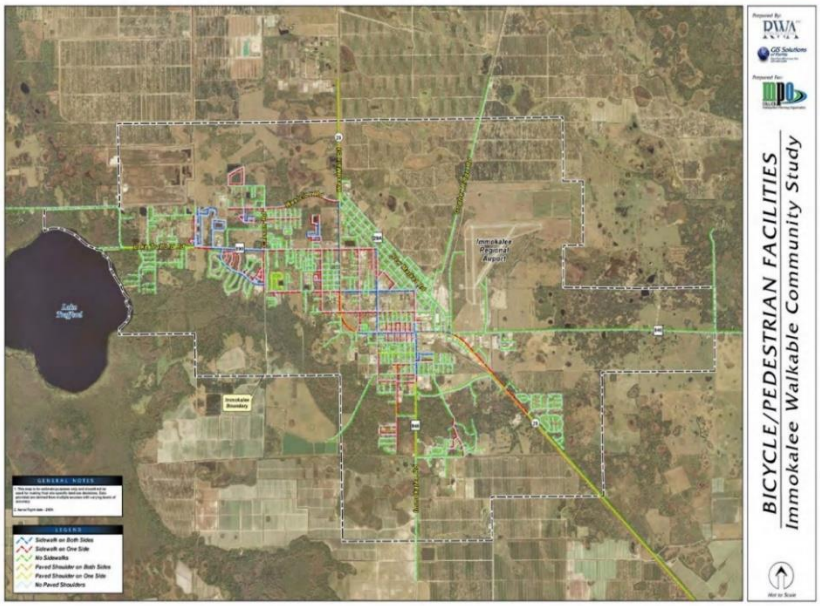
Document Summary: The study assessed pedestrian conditions or "walkability" within Immokalee, identified facility needs for public roadways, and prioritized future improvements. The results of the study were incorporated into the Comprehensive Pathways Plan and will ultimately assist the Collier MPO and its Pathway Advisory Committee (PAC) to plan and program facility improvements in Immokalee and throughout Collier County.

Key Findings:



- Collier County Transportation Planning staff conducted extensive walking surveys of almost every single roadway in Immokalee. On-the-ground conditions were documented, Level of Service (LOS) scores were assigned, and recommended physical improvements were identified. These improvements were divided into two phases to allow flexibility for construction, and to distinguish between immediate needs and desirable enhancements.
- The findings presented in this study demonstrate that Immokalee has approximately 73 linear miles of public roads of which 27 miles or 37% contain sidewalks on at least one side of the road. Conversely, this means that approximately 63% of public roadways have no sidewalks.

EXHIBIT 2



2.11 Immokalee CRA Redevelopment Plan Update – Sidewalk Master Plan Element

Document Title: Immokalee CRA Redevelopment Plan Update – Sidewalk Master Plan Element

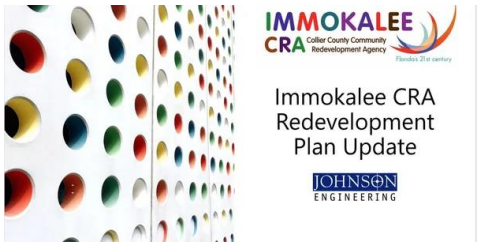
Responsible Agency: Immokalee CRA

Jurisdiction: Immokalee

Document Year: 2022

Tags: Bike/Ped | Infrastructure | Connections

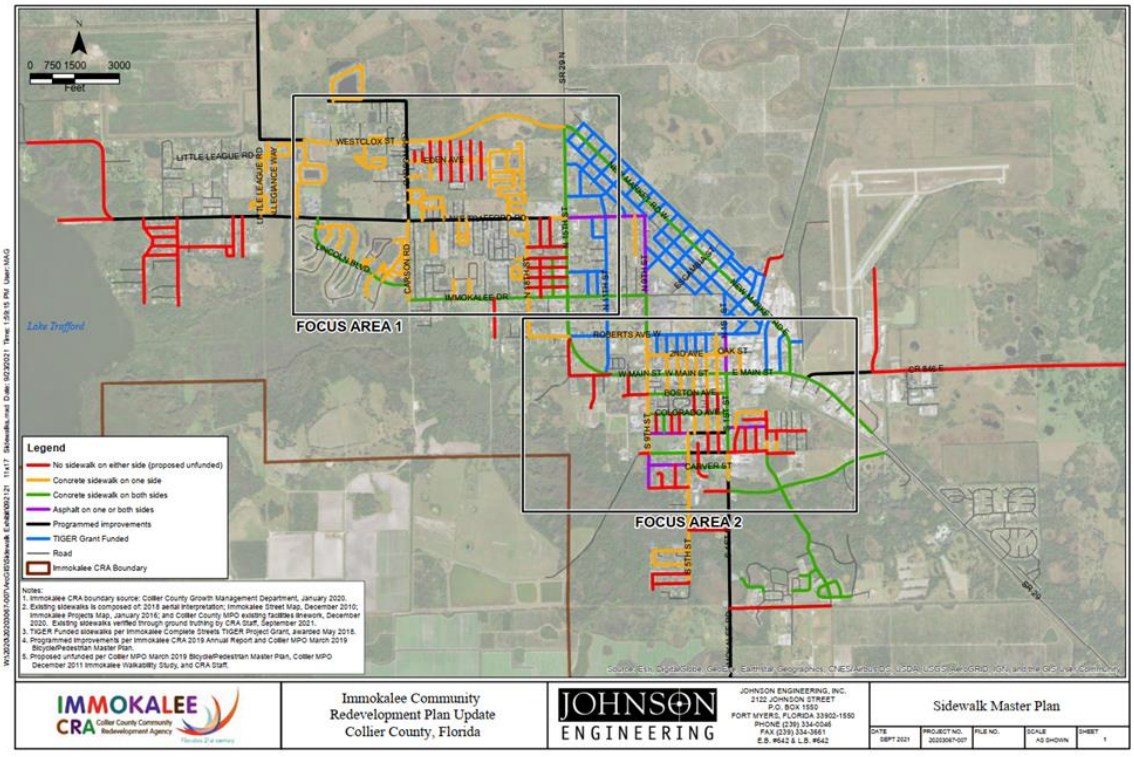
Document Cover:



Document Summary: The 2022 Immokalee Redevelopment Plan provides an updated vision and approach to redevelopment of the Immokalee Community Redevelopment Area (ICRA). The Plan is based on data and analysis and community input, serving as a framework to guide future redevelopment activities to eliminate blighted conditions that were identified in 2000 and continue today. It includes a list of potential capital projects and programs that could be funded by tax increment revenues generated within the ICRA.

Key Findings:

- The master plan mapping provides an inventory of existing sidewalks, by sidewalk types, and locations on one side of the street or both sides. The current Immokalee Transportation Network Plan began with the data provided by the TIGER mapping, and Sidewalk Master Plan inventory, and proposes completing gaps in the network to provide full pedestrian network interconnectivity for the community. The current network plan also proposes completing the street network, with sidewalks, where linkage gaps exist in the transportation network.



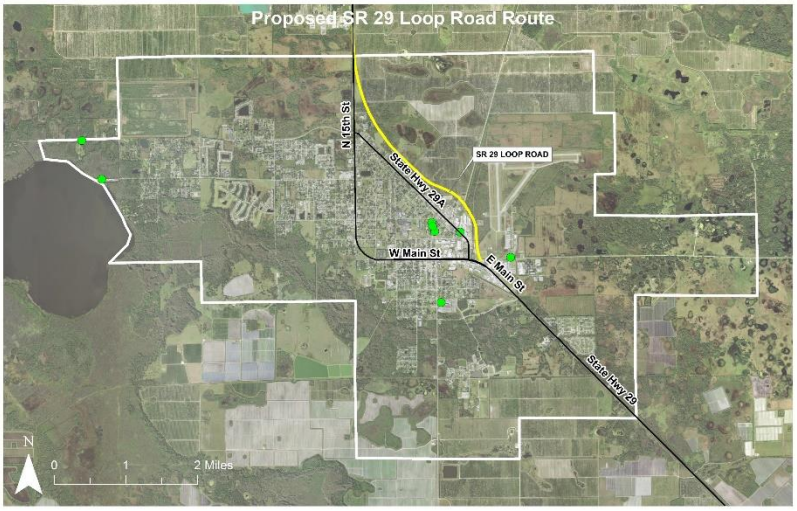
2.12 SR 29 Loop Road from CR 846 to SR 29 North Terminus

Document Title: SR 29 Loop Road PD&E	**Document Cover**: 
Responsible Agency: Florida Department of Transportation (FDOT)	
Jurisdiction: Immokalee	
Document Year: 2018	
Tags: Infrastructure, Safety, Connections	

Document Summary: The Florida Department of Transportation (FDOT), District One, conducted a Project Development and Environment (PD&E) Study for improvements to SR 29 in Collier County, FPID 417540-1-22-01. The project limits extend a distance of approximately 17 miles along SR 29 from Oil Well Road to SR 82. The proposed roadway improvements considered consisted of increasing capacity on SR 29 by evaluating the widening of the existing two-lane undivided segment of SR 29 to four lanes, as well as the study of an alternative corridor that bypasses downtown Immokalee.

Key Findings:

- The PD&E Study concluded the Loop Road was the preferred alternative.
- The proposed SR 29 loop road east of Immokalee will provide important traffic congestion advantages to the community that can translate into bicycle, pedestrian, and transit accessibility benefits. Removing trucks from community and neighborhood streets and reducing pass-through traffic will result in reductions in traffic conflicts along SR 29-Main Street.
- The intent of the loop road is to remove much of the truck traffic from SR 29 through Immokalee on Main Street and New Market Road West where the western portion of that street is primarily residential. The loop road interconnections on Airport Access Road and Alachua Street will provide direct access from the loop road to the intensive industrial, grower, packing, and shipping district along New Market Road.
- The SR 29 Loop Road typical section is proposed to be a four-lane divided roadway with sidewalks and bike lanes. The five connecting streets will have directional median openings and the corridor will also include U-turn median openings.
- The SR 29 PD&E Study began in the summer of 2007. FDOT and the project team are finalizing coordination & documentation with the US Fish & Wildlife Service. The study is anticipated to be completed by a date To Be Determined.



3.0EXISTING CONDITIONS

3.1 Background Information and Demographics

Zoning

The Immokalee area has six (6) zoning categories that are found within the Collier County Land Development Code (LDC) as shown in ***Figure 3***, below. The majority of the Immokalee area is designated for agricultural uses. ***Figure 4*** provides a breakdown of each zoning category by acreage and percentage. The zoning categories are comprised of approximately 13,849 acres of agricultural land, 98 acres of civic and institutional, 596 acres of commercial, 733 acres of industrial, 3,215 acres of Planned Unit Developments (PUD), and 2,661 acres of residential land.

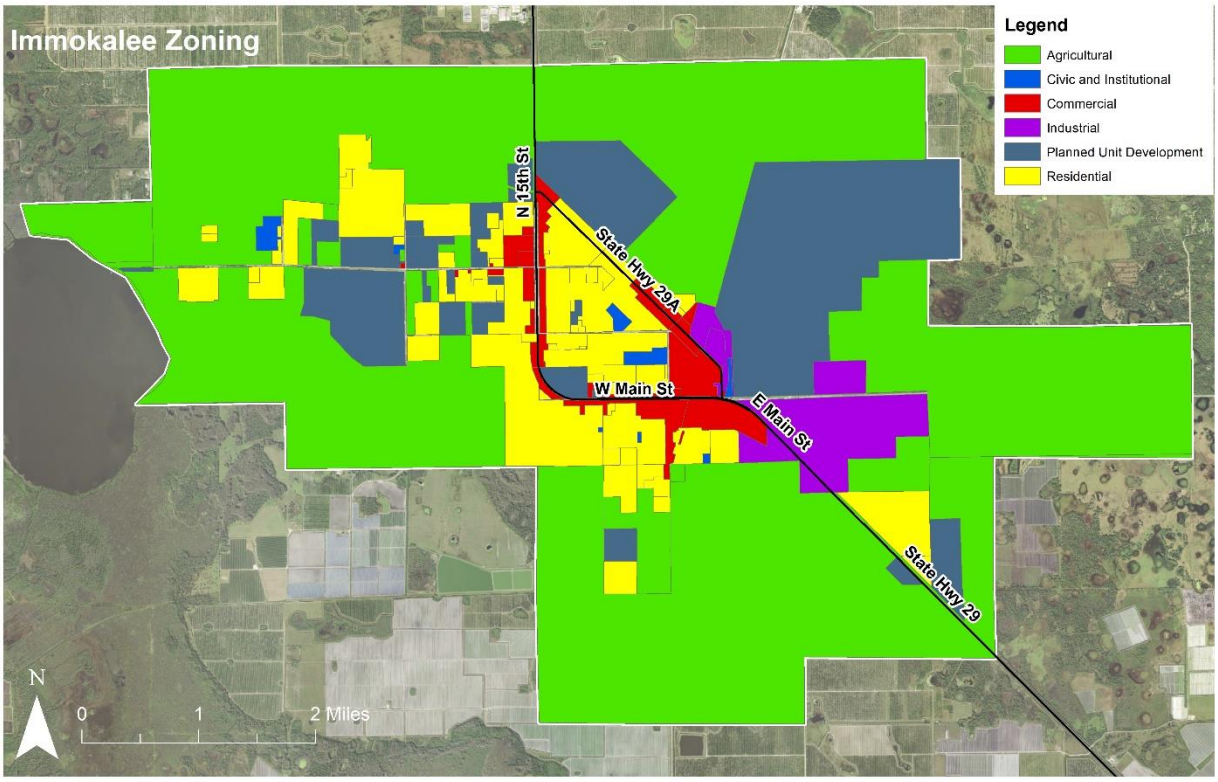


Figure 3. Immokalee Zoning Categories

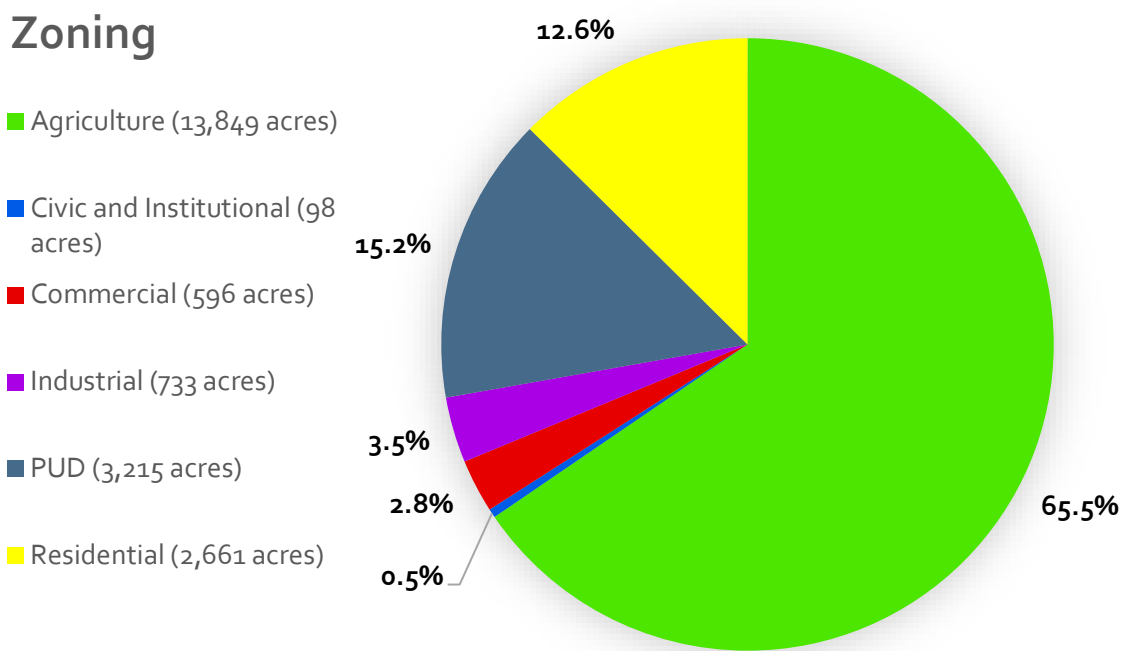


Figure 4. Zoning by Category

Vehicle Availability

Per data obtained from the American Community Survey (2020), there are 22.5% of households without access to a vehicle, 21.5% with access to one (1) vehicle, 35.2% with access to two (2) vehicles, and 20.9% with access to three (3) or more vehicles within the Immokalee Census Designated Place (CDP).

Data obtained from 2020 ACS- 5-year estimates- Commuting Characteristics (See Appendix B for table)

Means of Transportation

Per data obtained from the American Community Survey (2020), 78.5% of workers 16 years and over commuted by car, truck, or van. Other means of transportation listed include 9.9% of people utilizing public transportation, 4.6% walking, 0.1% biked, 2% commuted by taxicab, motorcycle, or other means, and 4.9% working from home within the Immokalee CDP.

Data obtained from 2020 ACS- 5-year estimates- Commuting Characteristics (See Appendix C)

Commute to Work

Typical work commute times differ, 44.9% of work commutes are under 25 minutes, 20.7% of work commutes are 25-45 minutes, and 34.5% of work commutes are greater than 45 minutes. The mean travel time to work is 36.4 minutes. ***(See Appendix D)***

Demographics and Income

The population from the 2020 census indicated 24,557 people living in the Immokalee CDP. The 2010 census denoted a population of 24,154 people. The median age is 29.4 years old, far lower than the county median age of 52.7 years old and state median age of 42.8 years old. Median household income is $33,249, well below the county average of $74,215 and state average of $63,062. The majority of the Immokalee population is of Hispanic descent at 70.8% of the population. ***(See Appendix E)***

Bicycle and Pedestrian Crashes

Crash data for bicyclists and pedestrians used for this report was obtained from Signal4 Analytics and was from January 1, 2017, to December 31, 2021. In total, there were 169 bicycle and pedestrian crashes during this time within the Immokalee urban area. 14 total crashes resulted in fatalities, 37 total crashes resulted in incapacitating injuries, 55 total crashes resulted in non-incapacitating injuries, 45 total crashes resulted in possible injuries, and 18 total crashes were reported without an injury. ***Table 2***, below, shows the breakdown of crashes by type (bicycle or pedestrian) and severity (fatality, incapacitating injury, non-incapacitating injury, possible injury, and no injury).

Table 2. Crashes by Type and Severity (January 2017-December 2021)

Crash Severity	Crash Type	
	Bicyclist	**Pedestrian**
Fatality	3	11
Incapacitating Injury	11	26
Non-Incapacitating	22	33
Possible Injury	18	27
No Injury	8	10

3.2 Roadway Conditions

The Immokalee area is served by one state road (SR 29), a north/south roadway, with a urban typical section, providing a connection to I-75. Within the study area, SR 29 is a four-lane divided facility. Other roadways within the study are local county roads, the majority of which are two-lane undivided facilities. 1st Street, also known as Immokalee Road, is a four-lane divided facility. Many have sidewalks on one or both sides, and none have paved shoulders or bicycle lanes.

3.3 Major Activity Centers

Immokalee Regional Airport

The Immokalee Regional Airport (IMM), situated on 1,333 acres of land located approximately 35 miles northeast of Naples and 110 miles northwest of the Port of Miami, provides tremendous business advantages. The Airport is in a designated Florida Rural Enterprise Zone and HUB Empowerment Zone. The Florida Rural Enterprise Zone Program supports economic revitalization in high unemployment or otherwise economically disadvantaged areas within the state by offering tax incentives to businesses located within the Enterprise Zone.

Seminole Casino and Hotel

Located in southwest Immokalee, the facility consists of 51,000 square feet of casino space and offers table games, a poker room, and over 1,000 slot machines. There are 3 restaurants, plus a coffee shop. Other amenities include an outdoor pool, regular live entertainment, a 24-hour fitness room, and a business center. The hotel offers 19 suites and 80 deluxe rooms. The Seminole Casino Hotel is one of seven casinos owned and operated by the Seminole Tribe of Florida. It is the largest employer in Immokalee, with more than 900 employees.

Lake Trafford and Anne Olesky Park

Lake Trafford encompasses approximately 1,500 acres. Aquatic vegetation consists of cattail, American lotus, and eelgrass. Fish species present in the lake include largemouth bass, black crappie, bluegill, redear sunfish, and large brown bullheads. Anne Olesky Park is located at the eastern end of Lake

Trafford and the western end of Lake Trafford Road (County Road 890). Access to the lake is granted by a 200-foot public fishing pier or public boat ramps. Services available from the marina include boat rentals, guide service, airboat tours, and bait and tackle. No swimming is allowed due to the presence of alligators.

Immokalee Branch Library

The Immokalee Branch library offers the community a wide array of services and is in a centralized location within the community. Services offered include public internet stations, printing, photocopying, Wi-Fi, and 24/7 book drop for returns.

Immokalee Community Park

Immokalee Community Park is a staple in the community. It is placed in the heart of Immokalee. At this park, the community can enjoy park amenities, programs, and events throughout the year. Park grounds consist of: basketball courts, a baseball/softball field, a playground, tennis courts, racquetball courts, a picnic shelter, and a walking trail. Some of the community's most popular events consist of breakfast with Santa and Easter Egg-Stravaganza, which draw large crowds year after year.

Pepper Ranch Preserve

Pepper Ranch Preserve is a 2,512-acre County-owned and managed conservation property located west of Immokalee and just north of Lake Trafford. It is home to native wildlife including Florida panther, black bear, bobcat, alligator, sandhill crane, and numerous species of wading birds in addition to being a working cattle ranch. There are approximately 15 miles of trails and firebreaks at the preserve maintained for hiking, horseback riding, and mountain biking. A small tent-only campground and group campsite are available as well as a Lake Trafford overlook.

Immokalee State Farmers Market

This open-air farmer's market is open to the public almost every day of the year rain or shine. It offers produce grown around the state but typically features locally grown fruits and vegetables. It is located on New Market Road at 9th Street East.

Collier County Health Department

The Immokalee location of the Collier County Health Department is specifically focused on serving the healthcare needs of the rural and agricultural communities in the area. They offer services such as migrant health clinics, prenatal care, and nutrition education, as well as outreach programs to educate the community on various health issues.

See ***Figure 5,*** below, for the general location of the Major Activity Centers.

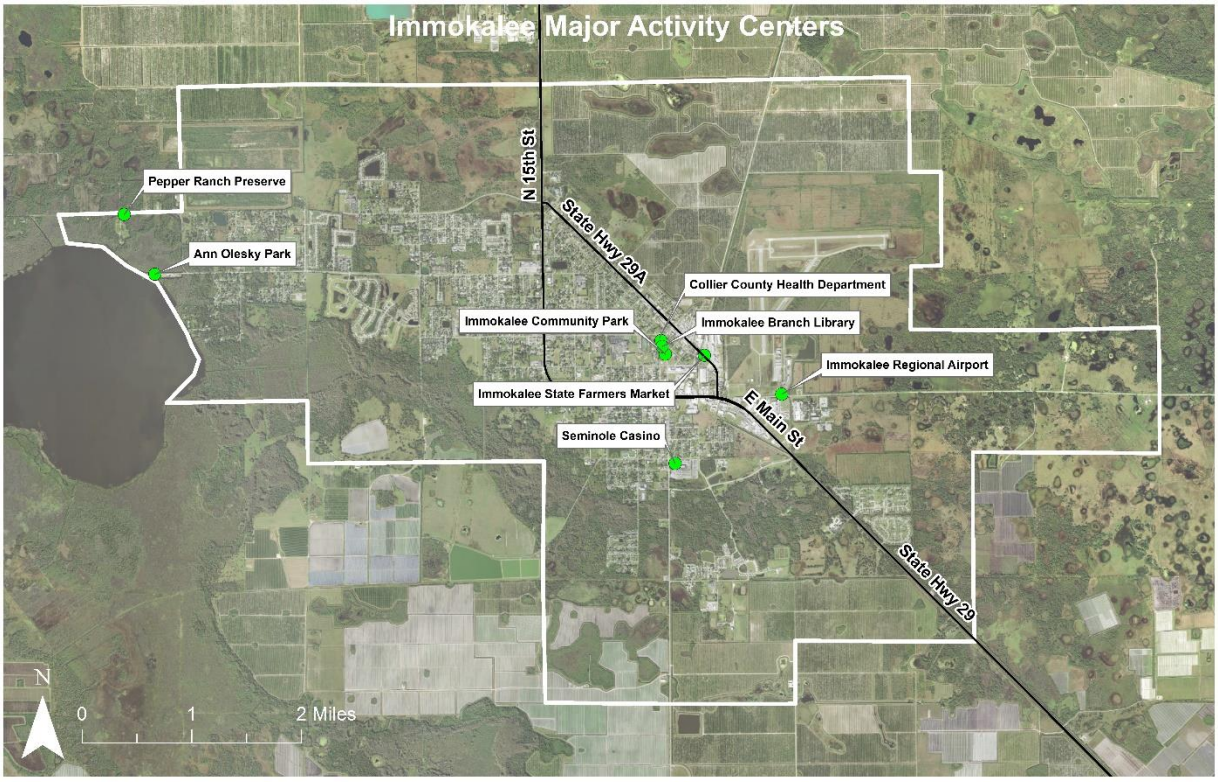


Figure 5. Major Activity Centers

3.4 Retail and Shopping Centers

Winn-Dixie Supermarket

Located at the intersection of State Road 29 and Lake Trafford Road, Winn-Dixie is the only national supermarket in the Immokalee Area.

Azteca Supercenter

Provides residents of Immokalee with multicultural food and attached to the building is access to laundry, a movie theater, a game room, and a restaurant.

Chain Stores

Scattered throughout the Immokalee area are various chain stores. They include but are not limited to CVS, Walgreens, and Family Dollar.

See ***Figure 6***, below, for the general location of the Major Retail and Shopping Centers.

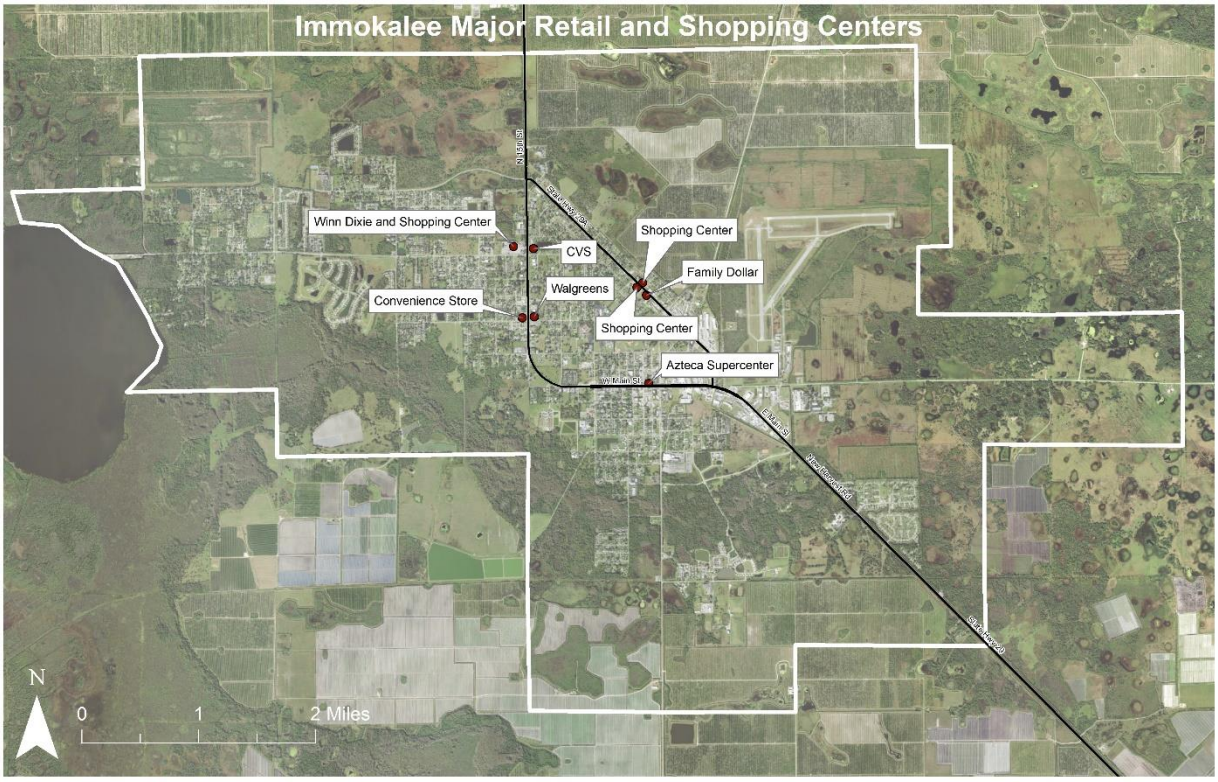


Figure 6. Immokalee Retail and Shopping Centers

3.5 Schools

Guadalupe Center

The center provides the children of Immokalee access to high-quality educational opportunities. Their mission is to break the cycle of poverty through education with an unwavering commitment to excellence. The Center offers the only National Association for the Education of Young Children (NAEYC)-accredited Early Childhood Education Program in Collier County, an After-school Tutoring & Summer Enrichment Program for students K-2, and a college-preparatory Tutor Corps Program. Combined, the three core programs serve more than 1,700 students annually.

Elementary Schools

There are currently five (5) elementary schools serving the Immokalee urban area. These schools include Eden Park Elementary, Lake Trafford Elementary, Highlands Elementary, Pinecrest Elementary, and Village Oaks Elementary.

Immokalee Middle School

Located at 401 N 9th Street. Immokalee Middle School serves 6-8th grades and has approximately 1,433 students as of October 2022.

Immokalee High School

Located at 701 Immokalee Drive. Immokalee High School serves 9-12th grade and has approximately 2,766 students as of October 2022.

Immokalee Technical College
Located at 508 N 9th Street. A fully accredited college by the Commission of Council on Occupational Education (COE), the Immokalee Technical College provides career and technical education programs for high school students and adults. ABE/GED and adult literacy courses are also offered.

PACE Center for Girls- Collier at Immokalee
Located at 160 N 1st Street. The PACE Center for Girls has served over 2,000 girls throughout Collier County through its academic DAY Program and Pace Reach programs.

RCMA Immokalee Community School
Located at 123 N 4th Street. The RCMA Immokalee Community School is a bilingual public charter school serving students from kindergarten to 7th grade.

See ***Figure 7***, below, for the general location of schools in the Immokalee area.

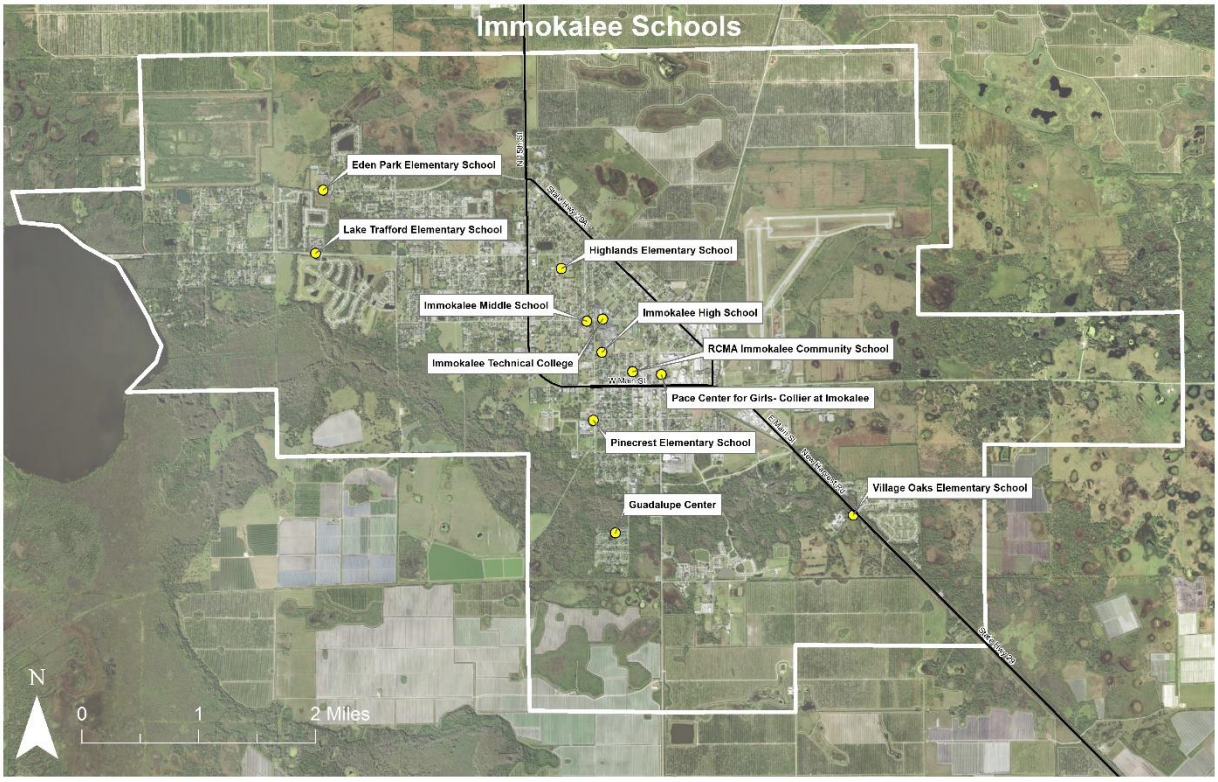


Figure 7. Immokalee Schools

3.6 Street Grid

As can be seen in ***Figure 8***, below, the Immokalee area has a robust grid system of roadways. There are effectively two grid systems in Immokalee: The New Market area grid and the Immokalee Street grid. The existence of the grid has several benefits; it allows for the streets to be smaller and still accommodate all modes of travel, allows for multiple routes to reach one's destination, and fosters walkable neighborhoods even without sidewalks. Immokalee is historically an agricultural town with a need to support freight traffic. Challenges have occurred where large trucks and pedestrian traffic is heavy, and using the same corridors, particularly along Main Street (SR 29). Immokalee has a fairly well-

connected roadway network, however, there are some local street interconnections needed to better enhance transit service and pedestrian and bicycle access.

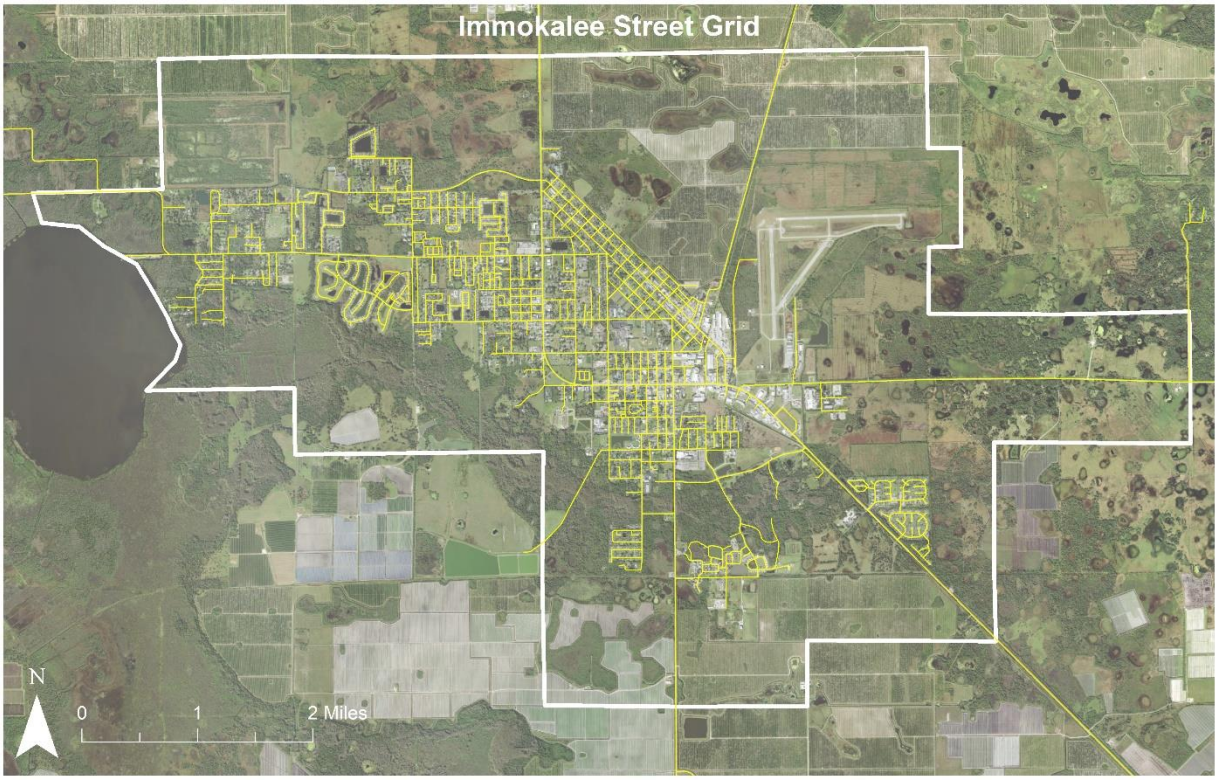


Figure 8. Immokalee Street Grid

3.7 Sidewalks and Mid-Block Crossings

Sidewalks

A majority of sidewalks within the Immokalee area are existing along major roadways. However, sidewalks within residential areas can be scattered and do not provide connectivity for pedestrians. See ***Figure 9*** for the existing extent of the sidewalk network and ***Figure 10*** for an example of a sidewalk gap within the Immokalee area.

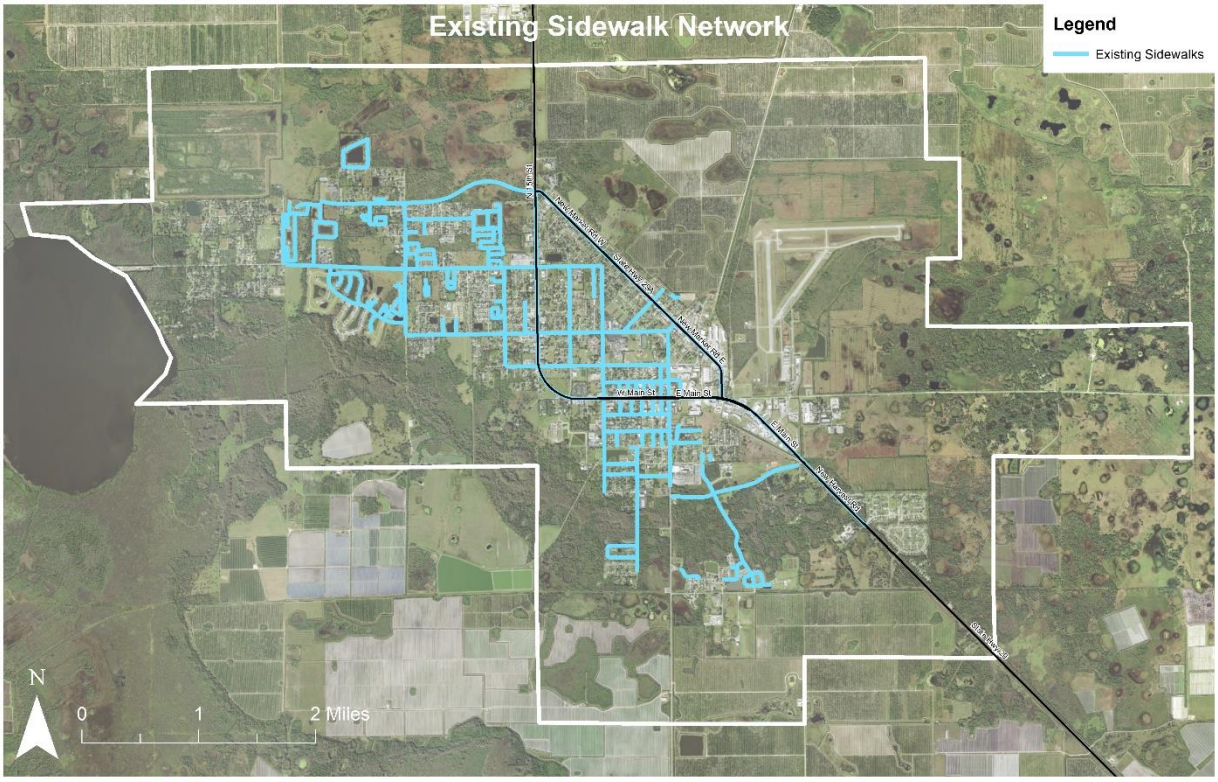


Figure 9. Existing Sidewalk Network

Figure 10. Example of a Sidewalk Gap Along a Residential Street

Mid-Block Crossings

FDOT has installed a total of (3) mid-block crossings within the central business district of Immokalee. Two (2) are located along West Main Street (State Road 29) and utilize Rectangular Rapid Flashing Beacons (RRFBs) to increase the visibility of vulnerable road users (bicyclists and pedestrians). The two mid-block crossing utilize a pedestrian refuge island (median) to create a two-stage crossing for pedestrians. This refuge island provides vulnerable road users with the option of waiting in the median area before beginning the next stage of the crossing, thus improving safety. Per the Federal Highway Administration (FHWA), pedestrian refuge islands can reduce pedestrian crashes by 32%. They are located between 7th Street and 6th Street and between 5th Street and 4th Street along the West Main Street (State Road 29) corridor. A third mid-block crossing is located along 1St Street between Boston Avenue and State Road 29. This mid-block crossing utilizes static (non-flashing) signage to warn motorists of crossing bicyclists and pedestrians and does not implement a refuge island.

Figure 11. Mid-Block Crossing along SR 29 between 7th Street and 6th Street

3.8 Bicycle Facilities

Designated bicycle facilities are only found along State Road 29 (west of 9th Street and east of County Road 846) in the Immokalee area. The portion of State Road 29 from 9th Street to Country Road 846 does not have a designated bicycle facility. Instead, bicyclists must use the existing travel lanes for motorists. While bicycles are a primary mode of transportation for many residents, they can safely operate on the local roadway network without separate facilities due to the low volumes and low speeds found on the majority of the local roadway network.

Figure 12. Unbuffered Bicycle facility found at the intersection of SR 29 and Lake Trafford Road

3.9 Transit Systems and Operation

The Immokalee area is served by Collier Area Transit (CAT). Currently, four (4) routes provide service in the Immokalee area: Routes 19, 22, 23, and 121.

- **Route 19** provides Immokalee with a main connection to the Collier County Governmental Center in Naples, Florida.
- **Routes 22 and 23** are circulator routes with stops providing coverage to the majority of the Immokalee area.
- **Route 121** is an express route that provides a connection to Marco Island that leaves Immokalee at 5:40 am and returns at 4:58 pm.

See ***Figure 13***, below, for the localized map indicating the overview of the routes serving the Immokalee area.

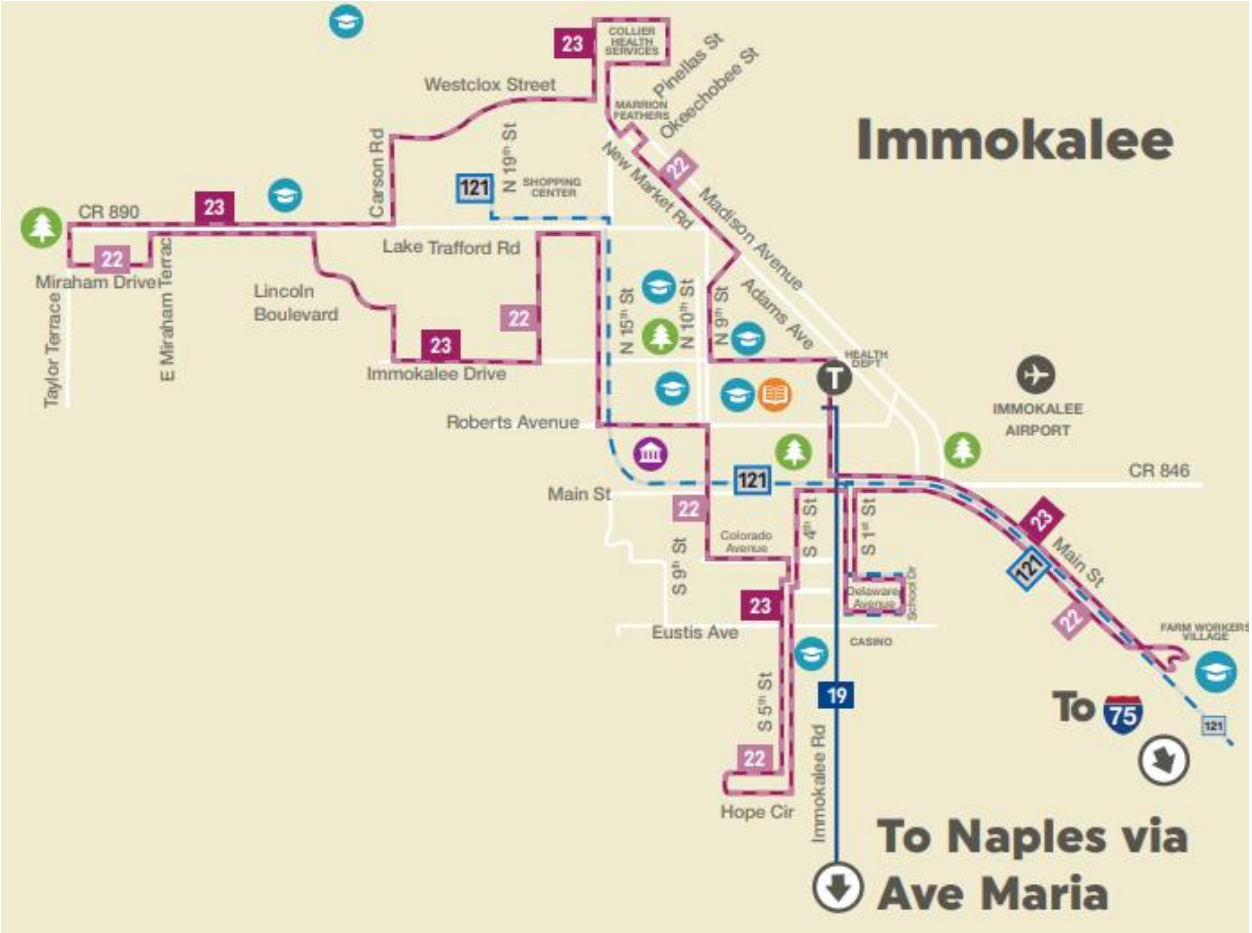


Figure 13. Immokalee Transit Corridors Map

Operational Ridership

Ridership for routes that serve the Immokalee area were analyzed to determine usage. Due to the COVID-19 pandemic, ridership numbers have decreased by approximately 27%. Comparison of the routes are broken down in ***Table 3*** and ***Table 4,*** found below.

Table 3. Ridership by Route Number from April 2018 to April 2019

Route Number	19	22	23	28	121
Total Passengers	70,401	55,483	29,278	28,358	22,708

Table 4. Ridership by Route number from April 2021 to April 2022

Route Number	19	22	23	28	121
Total Passengers	55,771	30,415	18,608	23,047	23,388

Bus Transfer Facility

Figure 14 below shows the existing conditions of the Bus Transfer Facility next to the Collier County Public Health Department, located at 419 North 1st Street. The county has proposed an upgrade to the existing facilities and is to build a more robust facility as a multi-modal transit hub. The design for the proposed facility is shown in ***Figure 15*** and the location of the proposed facility is shown in ***Figure 16***.

Figure 14. Existing Transfer Facility

Figure 15. Proposed Bus Transfer Facility Design

Figure 16. Location of Proposed Bus Transfer Facility

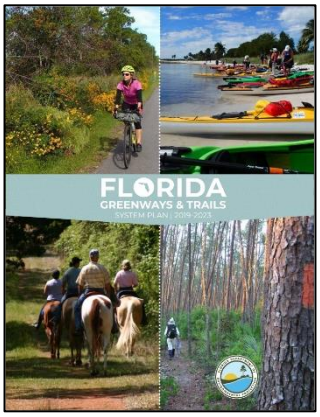
3.10 On-Street Parking Lanes

On-street parking is found along State Road (SR) 29 in the central business district. While there are instances of unofficial parking lanes in portions of the study area, SR 29 is the only roadway with official parallel parking spaces.

Figure 17. On-street Parking Found Along SR 29 within the Central Business District of Immokalee

3.11 Trail Planning

Florida Greenways and Trails System



The Florida Department of Environmental Protection (FDEP) maintains and executes a comprehensive, multipurpose, outdoor recreation plan for the state of Florida. An element of this plan is the Florida Greenways and Trails System (FGTS), which is an interconnected statewide trail system. This system synthesizes local and regional trail efforts into a prioritized, statewide network with the intent to help provide guidance towards trail implementation.

The FGTS categorizes trail corridors into Priority Trails, Opportunity Trails, and Statewide Regional Trails. These trail corridors within the FGTS represent existing, planned, and conceptual multi-use trails that form a land-based network. The trail categories are further described below.

Priority Trail Corridors: Trail corridors that are the focused vision for trails in the state and rank higher for implementation than Opportunity Trails. To be recognized as a Priority Trail, a trail must meet a set of criteria including:

- Supports and further establishes national, state, or regional trail projects.
- Builds on past and programmed state and federal investments in trails.
- Includes long-distance trails and provides connections between long-distance trails/loops to join multiple counties and population centers.
- Demonstrates broad regional and community support.

The Priority Trails Corridors within Collier County are listed below.

- **Bonita Springs to Collier Florida Light and Power (FPL) Corridor**
- **Collier to Polk Regional Trail Corridor***

**Project in the Immokalee Transportation Plan Study Area*

Opportunity Trail Corridors: Trail corridors cross, or have the potential to cross, jurisdictional boundaries. These trails rank lower for implementation than Priority Trails. To be recognized as a Priority Trail, a trail must meet a set of criteria including:

- Documented evidence of local or regional government endorsement.
- Leads or connects to a destination that provides natural scenic qualities and diverse experiences.
- Provides access to conservation lands and historic, recreational, or cultural sites.

The Opportunity Trails Corridors within Collier County are listed below.

- **Immokalee – SR 82 Corridor***
- **County Road 846/835 Trail Corridor***
- **State Road 29 Connector***
- **Marco Island Loop Corridor**

**Project in the Immokalee Transportation Plan Study Area*

Statewide Regional Trails: Additionally, the FGTS has identified and delineated a set of Regional Trails Corridors from within the Priority Corridors. These are multi-county projects that are either linear or loop trail systems that span long distances and can provide users with a diverse, multiple-day experience. The Regional Trails Corridors within Collier County are listed below. A map of the statewide Regional Trails Corridors is displayed in **Figure 18.**

- **Paradise Coast Trail Corridor***
- **Livingston Road Florida Power and Light (FPL) Greenway**

**Project in the Immokalee Transportation Plan Study Area*

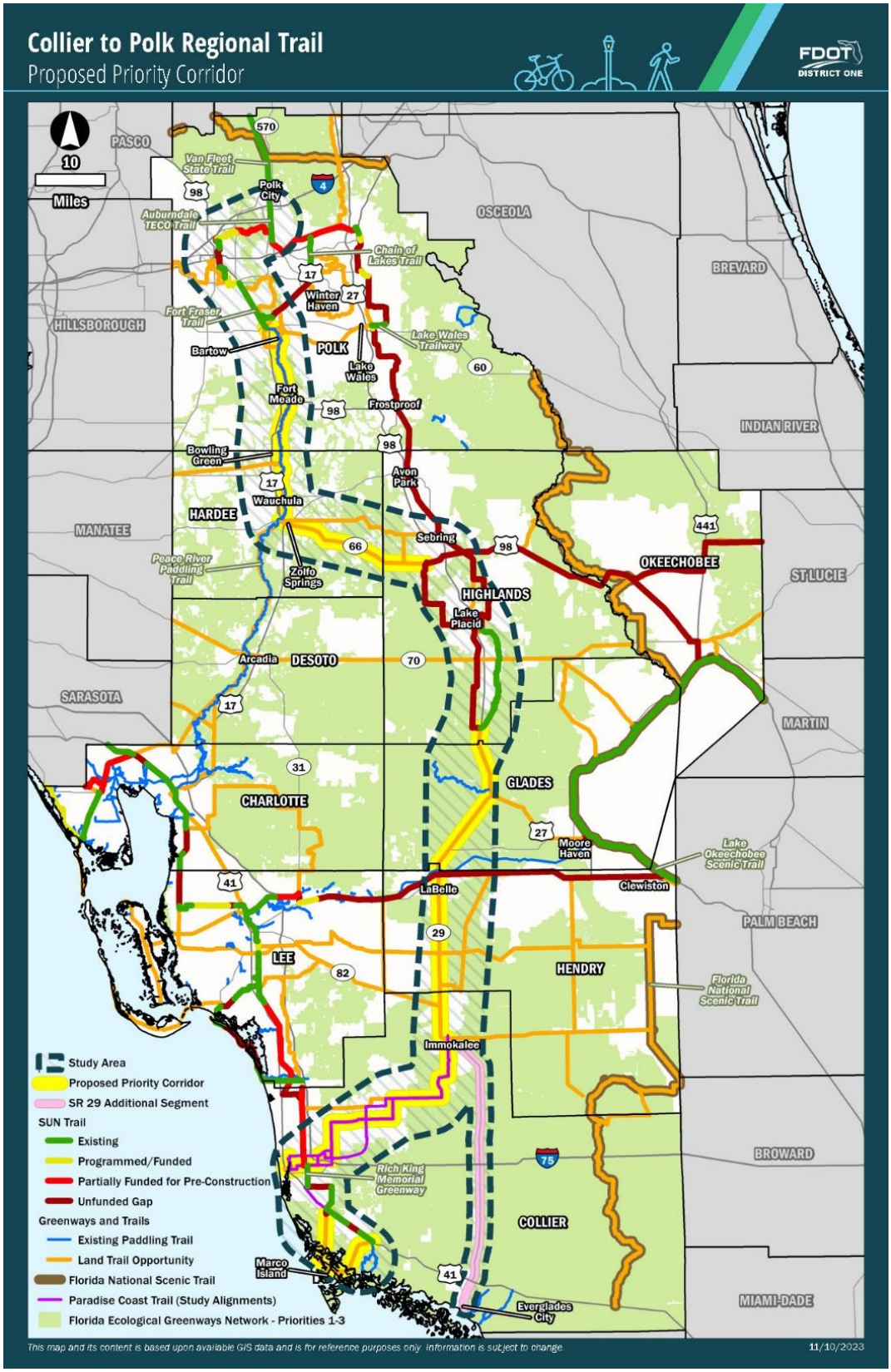


Figure 18. Collier to Polk Regional Trail

4.0 GAP ANALYSIS AND PROJECT IDENTIFICATION

An initial gap analysis was conducted to identify deficiencies within the existing system and to provide potential connections to mitigate these deficiencies. As such, an initial evaluation by the project team of the current network system was performed and a list of projects was identified. These projects were vetted through stakeholder meetings. After this vetting process, projects were moved forward into the evaluation criteria process and scored based on the methodology listed in the next section. The analysis provides a process to score potential network connections and prioritize them accordingly.

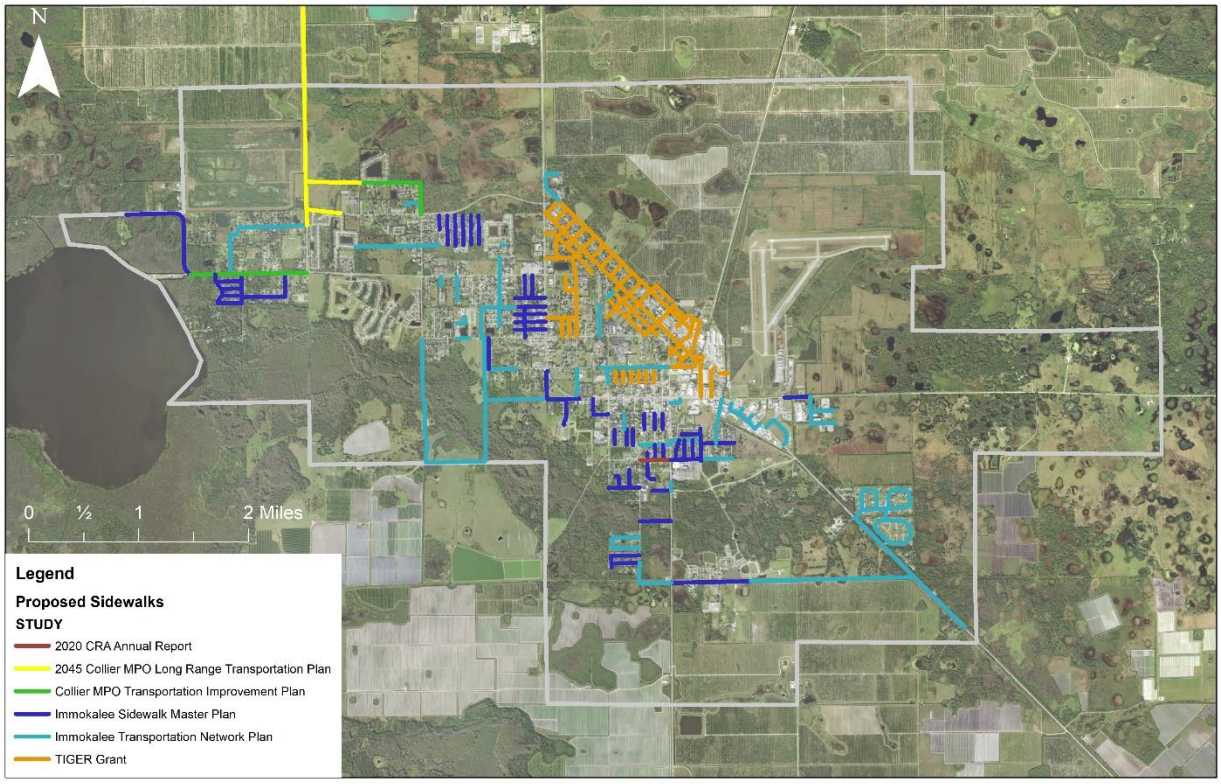


Figure 19. Proposed Sidewalks by Study

4.1 Project Evaluation

Sidewalk Evaluation Criteria

The evaluation criteria for unfunded proposed sidewalks included six categories as shown below:

1. Connectivity to the existing network
2. Proximity to a major activity center
3. Proximity to a shopping/retail center
4. Proximity to a bicycle/pedestrian crash that occurred within the last five years
5. Proximity to a school
6. Proximity to a transit stop

Connectivity to the existing network was ranked in the following manner. If the proposed sidewalk connects to a current gap in the network (connects to existing sidewalk on both ends), the proposed sidewalk receives a score of three (3). If the proposed sidewalk extends the existing network (connects

to existing sidewalk on one end) the proposed sidewalk receives a score of two (2). It should be noted that a score of zero (0) or one (1) is not achievable.

All other categories listed above (proximity to a major activity center, proximity to a shopping/retail center, proximity to a bicycle/pedestrian crash that occurred with the last five years, proximity to a school, and proximity to a transit stop) involve a ranking based off a buffer distance from a point on the map. The closest buffer, ¼ of a mile, receives the highest score of three (3); ½ of a mile receives a ranking of two (2); and ¾ of a mile receives a score of one (1). If the proposed sidewalk segment is not within the buffer distance, a score of zero (0) is given. The maximum score possible for proposed sidewalks is 18. ***Table 5*** provides a breakdown of the ranking categories for sidewalk projects.

Table 5. Sidewalk Project Evaluation Criteria

Sidewalk Network Plan Project Evaluation Criteria		
Category	**Criteria**	**Score**
Connectivity		
Connectivity to the existing network	Connects a current gap between existing sidewalks (connects to existing sidewalk on both ends)	3
	Extends an existing sidewalk (connects to existing sidewalk on one end)	2
Major Destinations (Activity Centers)		
Proximity to a major activity center	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Major Destinations (Shopping/Retail)		
Proximity to a shopping/retail center	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Safety		
Proximity to a bike/ped crash within the last five years	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
School Safety		
Proximity to a school	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Transit		
Proximity to a transit stop	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Maximum Score		**18**

Sidewalk segments with a score of 0-6 received a "Low" priority ranking, sidewalk segments with a score of 7-12 received a "Medium" priority ranking, and sidewalk segments with a score of 13-18 received a "High" priority ranking. The evaluation resulted in 37 sidewalk segments ranked as having a "High" priority, 74 sidewalk segments ranked as having a "Medium" priority, and 12 sidewalk segments ranked as having a "Low" priority. ***Figure 20***, below, shows the overview of the proposed sidewalks within the Immokalee area, while ***Figure 21*** through ***Figure 24*** divide the Immokalee area into four (4) quadrants and indicate a priority ranking for each proposed sidewalk segment labeled with a Feature Identification Number (FID). The FID number can be used to reference the ***Sidewalk Project List*** in the next section. These tables provide detailed information pertaining to the street name, the extent of the segment, project notes, length in miles of each segment, the priority ranking details, and total priority ranking.

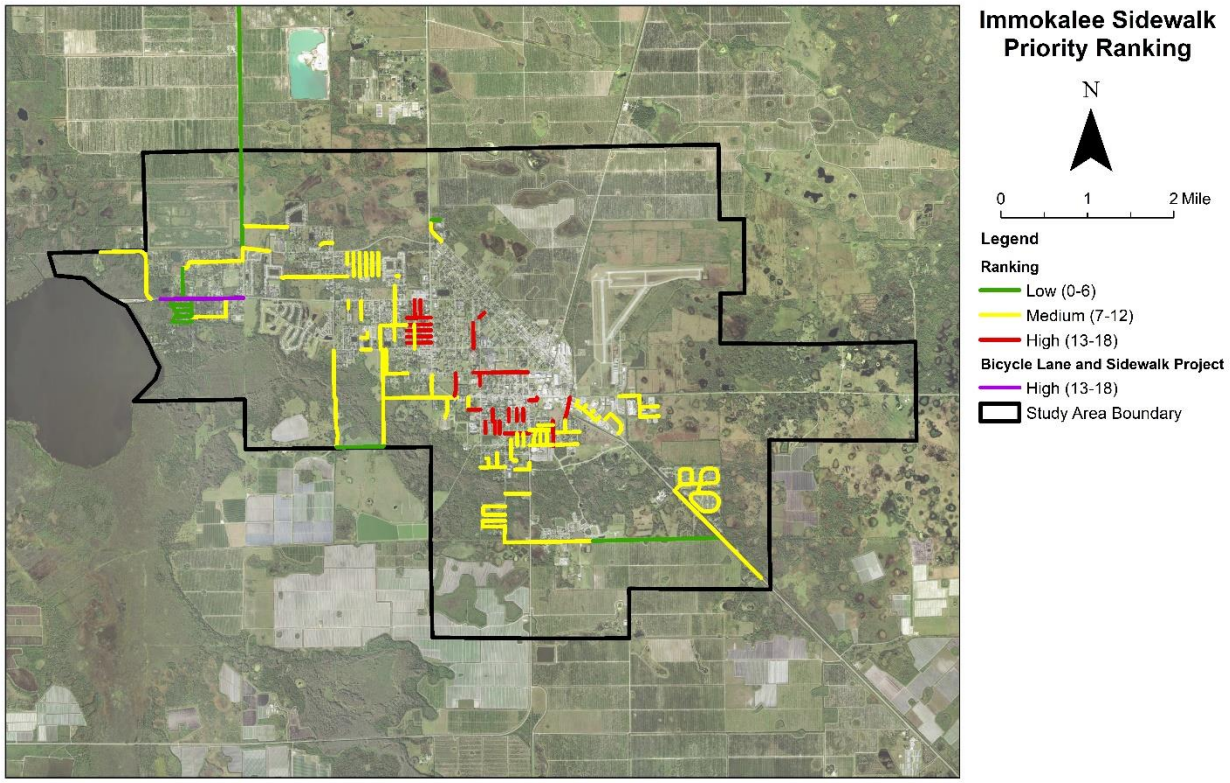


Figure 20. Overview of Proposed Sidewalks by Ranking

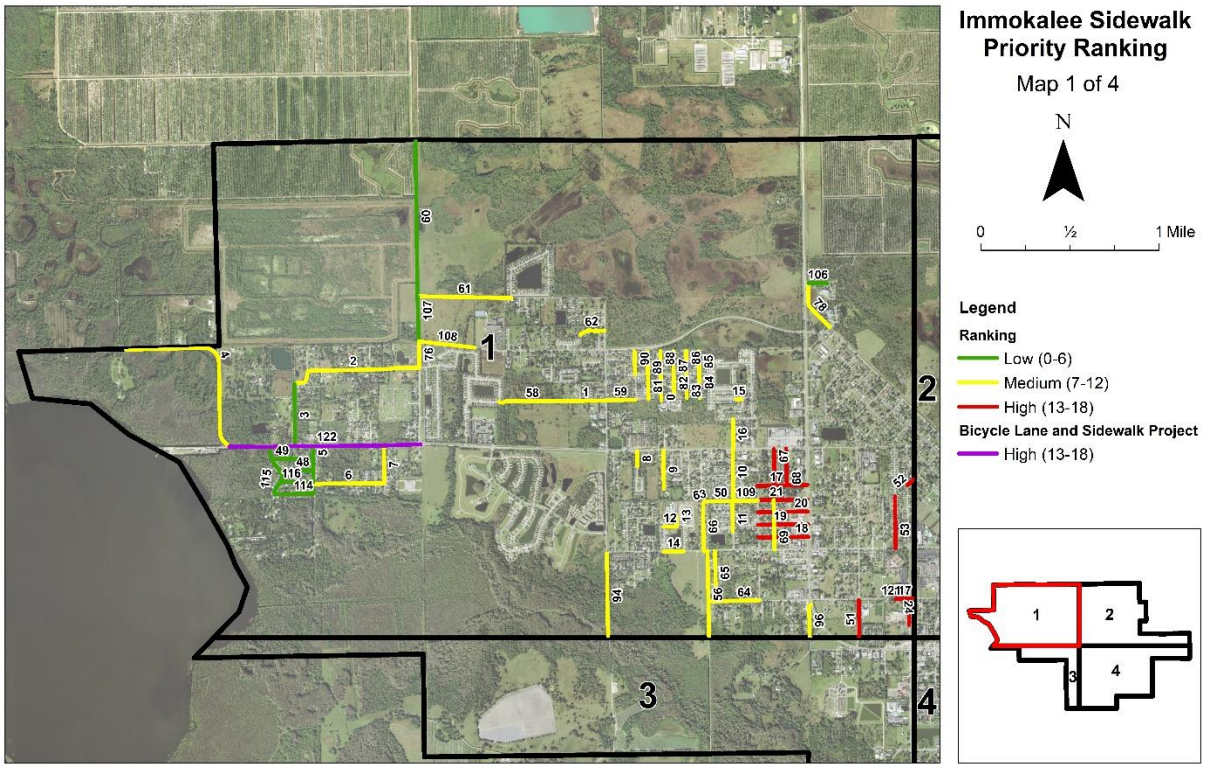


Figure 21. Proposed Sidewalks by Ranking (Quadrant 1)

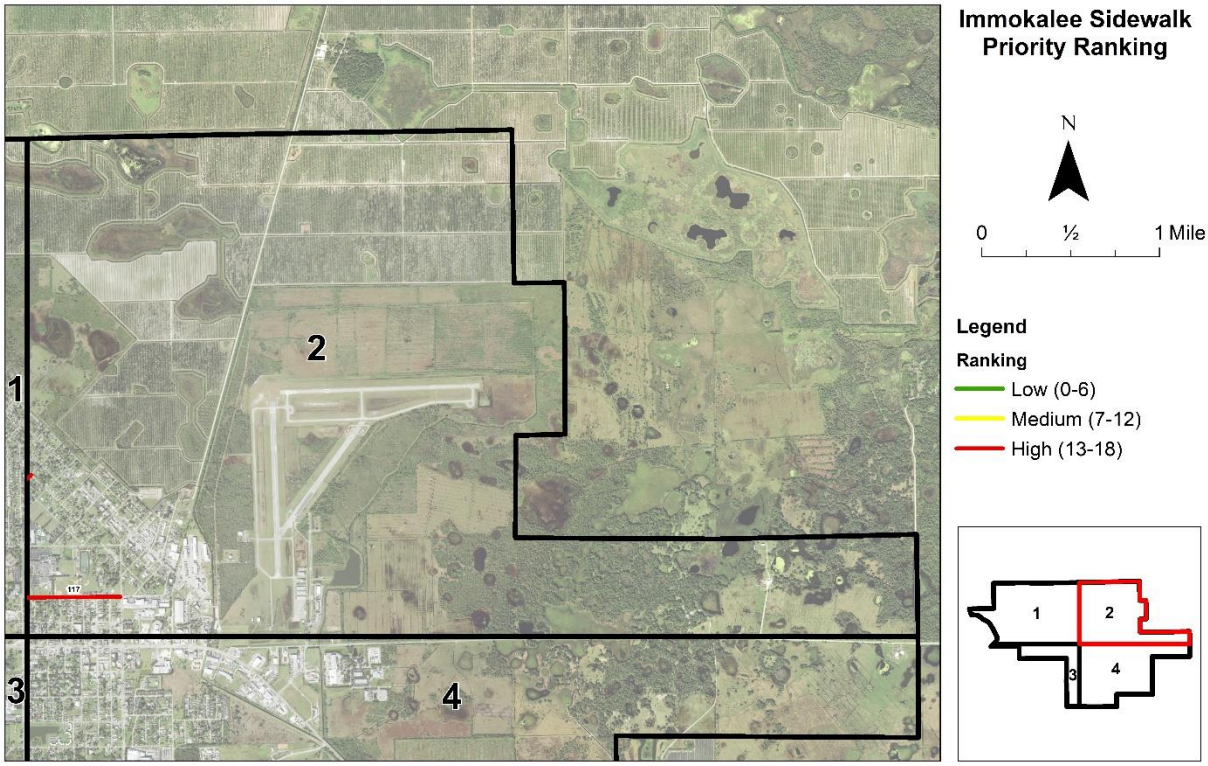


Figure 22. Proposed Sidewalks by Ranking (Quadrant 2)

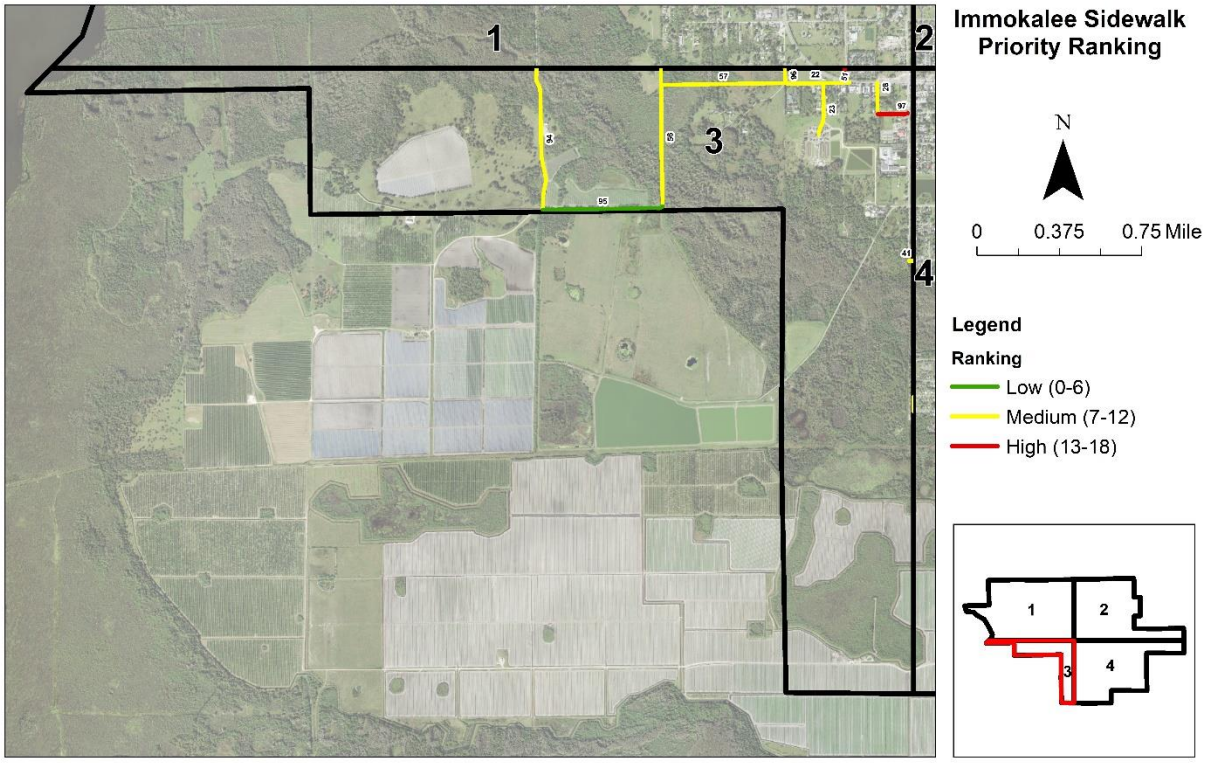


Figure 23. Proposed Sidewalks by Ranking (Quadrant 3)

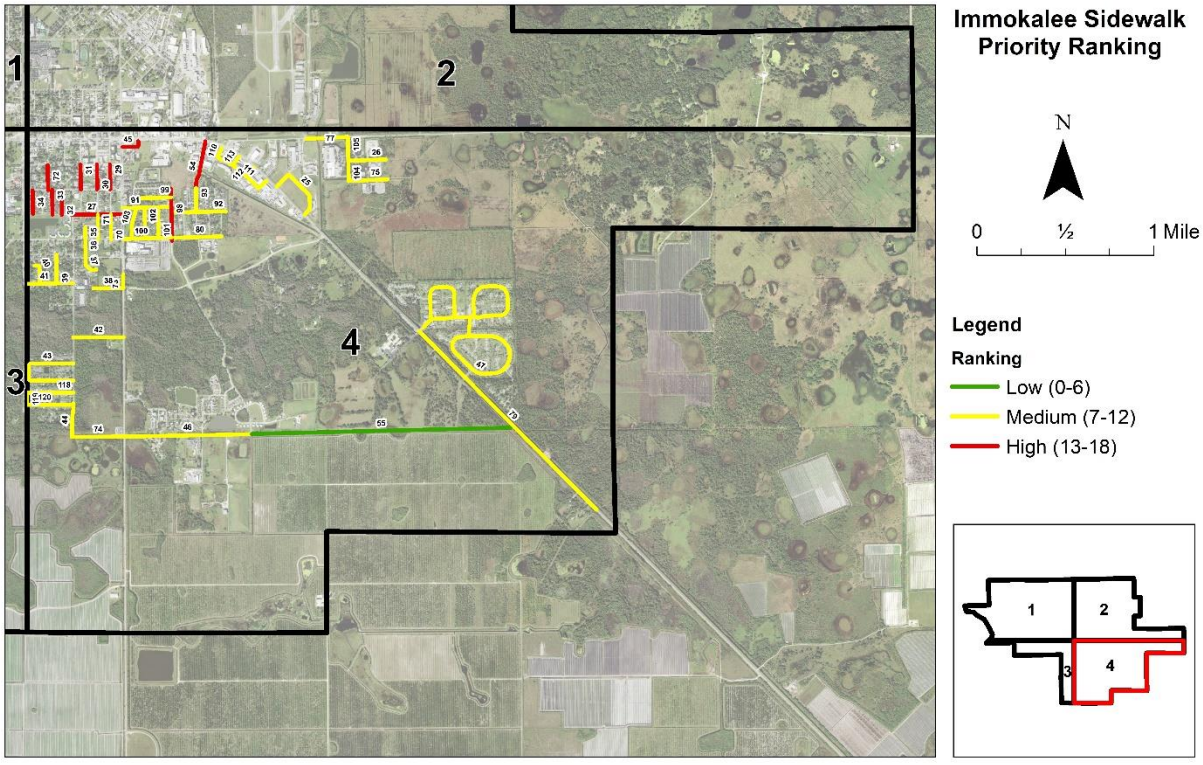


Figure 24. Proposed Sidewalks by Ranking (Quadrant 4)

Roadway Evaluation Criteria

The evaluation criteria for roadway projects included five (5) categories as shown below:

1. Connectivity to the Existing Roadway Network
2. Funding Status
3. Project Phase
4. Proximity to Evacuation Routes
5. Right-of-Way Availability

Provided below are the descriptions of each roadway project evaluation criteria category. Connectivity involved the ranking of expansions of the existing roadway network. Roadway projects that would promote connectivity by expanding the existing roadway network received a score of one (1). If the project did not expand the existing roadway network, the project received a score of zero (0).

Funding status involved projects that are currently listed in a Capital Improvement Program (CIP), the Transportation Improvement Program (TIP), the FDOT Five-Year Work Program, or the Long-Range Transportation Plan (LRTP) Cost Feasible Plan. If the proposed roadway project is funded through a Capital Improvement Plan (CIP), FDOT Work Program, or the TIP, the segment received a score of two (2), if the proposed roadway project is funded through the LRTP Cost Feasible Plan, the segment received a score of one (1), and if the project has not yet received funding, it received a score of zero (0).

Project Phase was used to rank projects based on engineering, design, or planning. Projects that are closer to construction received a higher ranking. The project phase of Engineering received a score of three (3); Design received a score of two (2); and if the project is in the planning phase, the project received a score of one (1).

Roadway projects were also ranked based on their proximity to evacuation routes. Proposed roadway improvements that connect to existing evacuation routes received a score of one (1). If the proposed roadway project does not connect to an existing evacuation route, the project receives a score of zero (0).

The final category used to rank roadway projects was right-of-way need/availability. Parcel data was used to determine if additional Right-of-Way (ROW) acquisition would or would not be required for each roadway project. The parcel data used does not represent a legal survey and further analysis would be required for final determination if ROW acquisition would be required. If the project did not require additional ROW acquisition, per the parcel data, the project received a score of one (1) and if the project required ROW acquisition, per the parcel data, the project received a score of zero (0). The maximum possible score for proposed roadway projects is 8. ***Table 6***, below, provides a breakdown of the ranking categories for roadway projects.

Table 6. Roadway Projects Evaluation Criteria

Roadway Projects Evaluation Criteria		
Category	**Criteria**	**Score**
Connectivity		
	Project expands existing roadway network and promotes increased connectivity	1
	Project does not further connectivity of the roadway network	0
Funding		
	Project is funded in CIP, FDOT Work Program, or TIP	2
	Project is funded within the LRTP (Cost Feasible Element)	1
	No funding allocated	0
Project Status		
	Engineering	3
	Design	2
	Planning	1
Evacuation Route		
	Connects to an existing evacuation route	1
	No connection to an existing evacuation route	0
Right-of-Way (ROW)		
	Project has ROW available or does not require additional acquisition	1
	Project has no ROW available and requires additional acquisition	0
Maximum Score		**8**

Roadway segments with a ranking of 0-2 received a "Low" priority ranking, roadway segments with a ranking of 3-5 received a "Medium" priority ranking, and roadway segments with a ranking of 6-8 received a "High" priority ranking. The evaluation resulted in zero (0) roadway segments ranked as having a "High" priority, 11 roadway segments were ranked as having a "Medium" priority, and 16 roadway segments were ranked as having a "Low" priority.

Figure 25, below, shows the priority ranking of each proposed roadway segment labeled with a Feature Identification Number (FID). The FID number can be cross-referenced with the ***Roadway Project List Table, Table 8***. This table provides detailed information pertaining to the roadway name, the extent of the segment, project notes, length in miles of each segment, the priority ranking details, and total priority ranking.

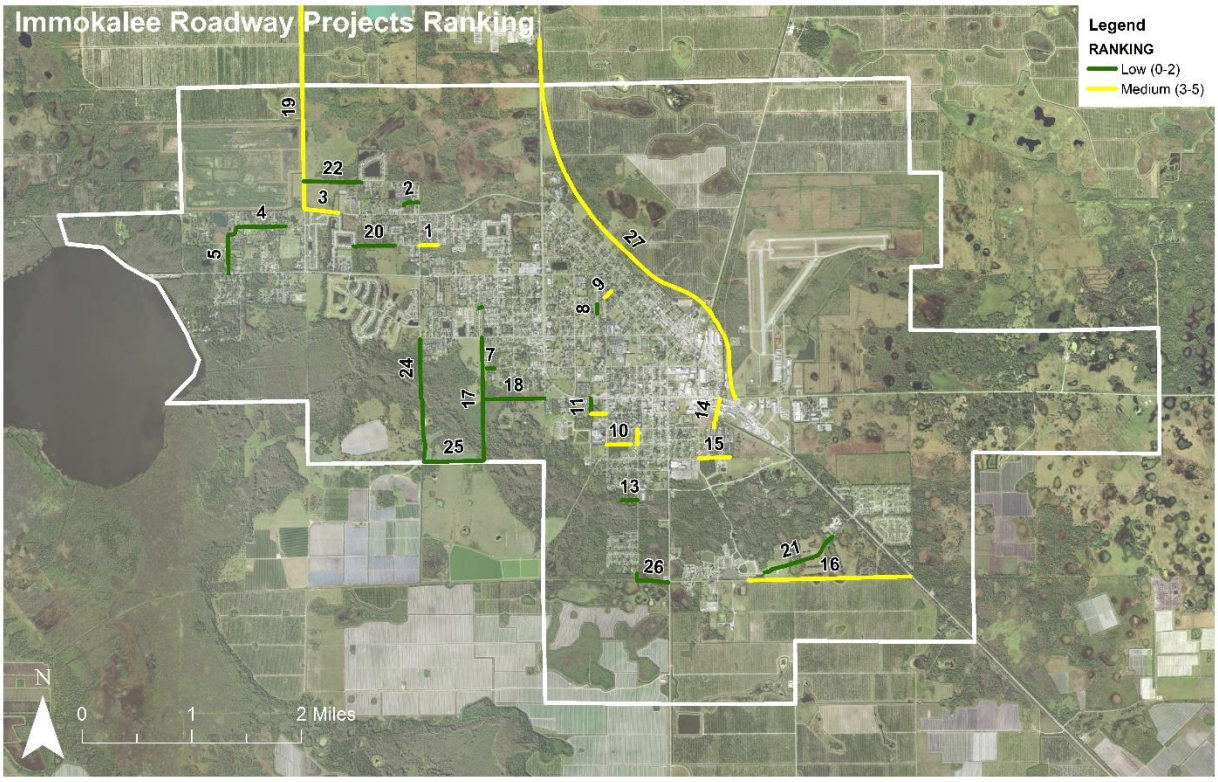


Figure 25. Proposed Roadway Projects by Ranking

5.0RECOMMENDATIONS AND FINAL PROJECT LIST

The tables on the following pages present the sidewalk and roadway project recommendations. These projects are a combination of projects that were identified in previous transportation and mobility studies with projects that were identified in the gap analysis that was completed as part of this study. The ranking criteria presented in the previous section were applied to each project producing the ranking seen below. It should be noted that strict adherence to the ranking is not advised. As funding becomes available through the County, the Florida Department of Transportation, the Collier County Metropolitan Planning Organization (MPO), grants, and other sources, some lower-ranked projects may meet the funding criteria better than others. In these cases, it is advisable to capitalize on the available funding and advance the qualifying project or projects.

All roadways identified in the tables below are currently maintained by Collier County or the Florida Department of Transportation (FDOT).

5.1 Overall Project Lists

Sidewalk Project List

Table 7 Sidewalk Project List

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
45	Immokalee Transportation Network Plan	2nd St	E Main St	S 1st St	0.12	Construct sidewalk east/south side to county office complex.	3	2	3	3	3	3	17	High
117	Immokalee Transportation Network Plan	Roberts Ave W	N 9th St	N 1st St	0.55	Remove and replace old asphalt sidewalk along Roberts Avenue north side with concrete to provide compliant ADA access and adequate bus stop access.	3	3	2	3	3	3	17	High
27	Immokalee Transportation Network Plan	W Deleware Ave	S 5th St	Immokalee Dr	0.28	Sidewalk on both sides	3	3	2	3	2	3	16	High
29	Immokalee Sidewalk Master Plan	S 2nd St	Bosten Ave	Colorado Ave	0.14	Sidewalks both sides	3	2	3	3	2	3	16	High
30	Immokalee Sidewalk Master Plan	S 3rd St	Boston Ave	Colorado Ave	0.14	Sidewalks both sides	3	2	3	3	2	3	16	High
31	Immokalee Sidewalk Master Plan	S 4th St	Boston Ave	Colorado Ave	0.14	Sidewalks both sides	3	2	3	3	2	3	16	High
32	Immokalee Sidewalk Master Plan	S 6th St	Colorado Ave	W Deleware Ave	0.14	Sidewalks both sides	3	2	2	3	3	3	16	High
33	Immokalee Sidewalk Master Plan	S 6th Ct	Colorado Ave	Dead End	0.14	Sidewalks both sides	3	2	2	3	3	3	16	High
24	Immokalee Transportation Network Plan	N 9th St	Roberts Ave W	2nd Ave N	0.14	Replace old asphalt sidewalk with concrete east side of N. 9th Street between Roberts Avenue W and 2nd Avenue N.	3	1	2	3	3	3	15	High
53	Immokalee Transportation Network Plan	Clifton St	Clifton Rd	Immokalee Dr	0.29	Sidewalks both sides	3	1	2	3	3	3	15	High
72	Immokalee Transportation Network Plan	S 7th St	Boston Ave	Colorado Ave	0.14	Sidewalk one side	3	1	2	3	3	3	15	High

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
91	Immokalee Transportation Network Plan	E Deleware Ave	S 1st St	School Dr	0.27	Sidewalks both sides	2	3	2	3	2	3	15	High
98	Immokalee Sidewalk Master Plan	School Dr	Roase Ave	Eustis Ave	0.30	Sidewalks both sides	2	3	2	3	2	3	15	High
18	Immokalee Sidewalk Master Plan	5th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
19	Immokalee Sidewalk Master Plan	6th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
20	Immokalee Sidewalk Master Plan	7th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
21	Immokalee Sidewalk Master Plan	8th Ave	N 18th St	N 15th St	0.28	Sidewalks both sides	3	0	3	3	2	3	14	High
34	Immokalee Sidewalk Master Plan	S 8th St	Colorado Ave	Dead End	0.13	Sidewalks both sides	3	1	1	3	3	3	14	High
97	Immokalee Sidewalk Master Plan	Boston Ave	Hancock St	S 9th St	0.14	Sidewalk one side	2	1	2	3	3	3	14	High
100	Immokalee Sidewalk Master Plan	E Eustis Ave	S 1st St	School Dr	0.28	Sidewalks both sides	3	3	1	3	1	3	14	High
121	Immokalee Transportation Network Plan	Roberts Ave W	First United Methodist Church Parking Lot	N 9th St	0.07	Remove and replace old asphalt sidewalk along Roberts Avenue north side with concrete to provide compliant ADA access and adequate bus stop access.	3	1	1	3	3	3	14	High
122	2045 Collier MPO Long Range Transportation Plan	Lake Trafford Rd	Pepper Rd	Little League Rd	1.07	Add sidewalks and bicycle lanes	3	2	0	3	2	3	13	High
17	Immokalee Sidewalk Master Plan	Palm Ave	N 18th Ave	N 15th St	0.28	Sidewalks both sides	3	0	2	3	2	3	13	High

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
28	Immokalee Sidewalk Master Plan	Hancock St	W Main St	Boston Ave	0.14	Sidewalk one side	2	1	1	3	3	3	13	High
36	Immokalee Sidewalk Master Plan	Booker Blvd	Eustis Ave	Carver St	0.10	Sidewalk both sides	2	2	1	3	2	3	13	High
37	Immokalee Sidewalk Master Plan	Booker Blvd	Carver St	Dead End	0.11	Sidewalk one side	2	3	1	3	1	3	13	High
39	Immokalee Sidewalk Master Plan	Maple Dr	Palmetto Ave	Doak Ave	0.16	Sidewalk one side	2	2	1	3	2	3	13	High
41	Immokalee Sidewalk Master Plan	Doak Ave	S 9th St	S 5th St	0.28	Sidewalks both sides	3	2	0	3	2	3	13	High
51	Immokalee Transportation Network Plan	N 11th St	Roberts Ave W	W Main St	0.26	Sidewalk on west side	3	0	2	3	2	3	13	High
52	Immokalee Transportation Network Plan	Hendry St	Adams Ave W	N 9th St	0.08	Sidewalk one side	3	1	2	3	2	2	13	High
54	Immokalee Transportation Network Plan	13th St SE Ext	E Main St	13th St SE	0.27	Sidewalk one side	2	2	1	3	2	3	13	High
67	Immokalee Sidewalk Master Plan	Pine St	Lake Trafford Rd	Palm Ave	0.20	Sidewalks both sides	2	0	3	3	2	3	13	High
68	Immokalee Sidewalk Master Plan	Laural St	Lake Trafford Rd	Palm Ave	0.20	Sidewalks both sides	2	0	3	3	2	3	13	High
71	Immokalee Sidewalk Master Plan	S 3rd St	W Delaware Ave	Eustis Ave	0.14	Sidewalks both sides	0	3	2	3	2	3	13	High
80	Immokalee Transportation Network Plan	Eustis Ave E	School Dr	Dead End	0.28	Sidewalks both sides	2	3	1	3	1	3	13	High
102	Immokalee Sidewalk Master Plan	Gaunt St	E Delaware Ave	E Eustis Ave	0.17	Sidewalk one side	0	3	2	3	2	3	13	High
103	Immokalee Sidewalk Master Plan	Fahmey St	E Delaware Ave	E Eustis Ave	0.18	Sidewalk one side	0	3	2	3	2	3	13	High
16	Immokalee Transportation Network Plan	N 19th St	Leed Ave	Lake Trafford Rd	0.17	Sidewalk on west side	3	0	2	3	1	3	12	Medium

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
42	Immokalee Sidewalk Master Plan	Bethune Ave	S 5th St	Immokalee Dr	0.29	Sidewalk one side	2	1	0	3	3	3	12	Medium
43	Immokalee Transportation Network Plan	Hope Cir	S 5th St	S 5th St	0.59	Sidewalk on inside loop	2	1	0	3	3	3	12	Medium
69	Immokalee Sidewalk Master Plan	N 17th St	8th Ave	Immokalee Dr	0.28	Sidewalks both sides	2	0	3	3	1	3	12	Medium
70	Immokalee Sidewalk Master Plan	S 2nd St	W Delaware Ave	Eustis Ave	0.14	Sidewalks both sides	0	3	2	3	1	3	12	Medium
93	Immokalee Transportation Network Plan	13 St SE	Dead End	E Delaware Ave	0.14	Sidewalk one side	2	2	1	3	1	3	12	Medium
99	Immokalee Sidewalk Master Plan	Price Ave	Dead End	School Rd	0.17	Sidewalk one side	0	2	2	3	2	3	12	Medium
101	Immokalee Sidewalk Master Plan	Jones St	E Delaware Ave	E Eustis Ave	0.17	Sidewalk one side	0	3	2	3	1	3	12	Medium
110	Immokalee Transportation Network Plan	12th St	E Main St	1ST AVE S	0.06	Sidewalk one side	2	2	1	3	1	3	12	Medium
111	Immokalee Transportation Network Plan	1st Ave S	12th St	E Main St	0.35	Sidewalk one side	2	2	1	3	1	3	12	Medium
113	Immokalee Transportation Network Plan	13th St	E Main St	1ST AVE S	0.06	Sidewalk one side	2	2	1	3	1	3	12	Medium
1	Immokalee Transportation Network Plan	Curry Rd	Dead End	Carson Rd	0.22	Sidewalks both sides	3	0	0	3	2	3	11	Medium
10	Immokalee Transportation Network Plan	N 19th St	Lake Trafford Rd	8th Ave	0.29	Sidewalks both sides	2	0	2	3	1	3	11	Medium
15	Immokalee Transportation Network Plan	Lincoln Ave	Lincoln Rd	N 18th Ter	0.03	Sidewalks both sides	3	0	2	3	0	3	11	Medium
35	Immokalee Sidewalk Master Plan	Booker Blvd	Dead End	Eustis Ave	0.07	Sidewalk one side	0	2	1	3	2	3	11	Medium
38	Immokalee Sidewalk Master Plan	School Rd	Bethunne Education Center	Immokalee Rd	0.17	Sidewalk one side	0	3	0	3	2	3	11	Medium

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
47	Immokalee Transportation Network Plan	Farm Worker Village	New Harvest Rd	N/A	2.39	Sidewalks one side each loop to the main circulators and connect to sidewalk at the end of the pedestrian bridge. Make boarding and alighting improvements on the sidewalks at each CAT transit stop.	2	0	0	3	3	3	11	Medium
58	Immokalee Transportation Network Plan	Curry Rd Ext	Justice Cr	Curry Rd	0.38	Sidewalks both sides	3	0	0	3	3	2	11	Medium
73	Immokalee Transportation Network Plan	S 1st St	Private Rd	School Rd	0.08	Sidewalk one side	0	3	1	3	1	3	11	Medium
79	Immokalee Transportation Network Plan	New Harvest Rd	Farm Worker Village	Immokalee Urban Boundary	1.42	Sidewalk one side	2	0	0	3	3	3	11	Medium
96	Immokalee Sidewalk Master Plan	N 15th St	W Main St	W Main St	0.26	Sidewalk one side	2	0	2	3	1	3	11	Medium
118	Immokalee Sidewalk Master Plan	Palm Ridge Dr	Glenwood St	S 5th St	0.26	Sidewalk both sides	2	0	0	3	3	3	11	Medium
120	Immokalee Sidewalk Master Plan	Breezewood Dr	Glenwood St	S 5th St	0.26	Sidewalk both sides	2	0	0	3	3	3	11	Medium
11	Immokalee Transportation Network Plan	N 19th St	8th Ave	N 19th St	0.17	Sidewalks both sides	2	0	2	3	1	2	10	Medium
40	Immokalee Sidewalk Master Plan	8th St S	Dead End	Doak Ave	0.13	Sidewalk one side	0	1	1	3	2	3	10	Medium
44	Immokalee Transportation Network Plan	S 5th St Ext	Breezewood Dr	Dean End	0.19	Sidewalk one side	2	0	0	3	2	3	10	Medium
50	Immokalee Transportation Network Plan	8th Ave	Dead End	N19th St	0.14	Sidewalks both sides	2	0	2	3	1	2	10	Medium

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
59	Immokalee Transportation Network Plan	Plum St	Carson Rd	Plum St	0.16	Sidewalk one side	3	0	0	3	1	3	10	Medium
77	Immokalee Sidewalk Master Plan	CR 846	Airpark Blvd	Agri Blvd	0.24	Sidewalk one side	2	3	0	2	0	3	10	Medium
92	Immokalee Sidewalk Master Plan	E Deleware Ave	School Dr	16th St E	0.31	Sidewalks both sides	0	2	1	3	1	3	10	Medium
109	Immokalee Transportation Network Plan	8th Ave	N 19th St	N18th St	0.14	Sidewalks both sides	2	0	2	3	1	2	10	Medium
112	Immokalee Transportation Network Plan	14th St	E Main St	1st Ave S	0.07	Sidewalk one side	2	2	0	3	0	3	10	Medium
119	Immokalee Sidewalk Master Plan	Glenwood St	Palm Ridge Dr	Breezewood Dr	0.07	Sidewalk both sides	2	0	0	2	3	3	10	Medium
0	Immokalee Sidewalk Master Plan	Peach St	Eden Ave	Sander Pine Cr	0.15	Sidewalks both sides	3	0	1	3	0	2	9	Medium
2	Immokalee Transportation Network Plan	Little League Rd	Trafford Farm Rd	Little League Rd	0.74	Sidewalk both sides	2	0	0	3	2	2	9	Medium
4	Immokalee Sidewalk Master Plan	Pepper Rd	Immokalee Urban Boundary	Lake Trafford Rd	1.06	Sidewalk one side	0	3	0	3	0	3	9	Medium
9	Immokalee Transportation Network Plan	Palm Dr	Lake Trafford Rd	Dead End	0.21	Sidewalk one side	2	0	1	3	0	3	9	Medium
12	Immokalee Transportation Network Plan	Amigo Way	Marianna Way	Private Rd	0.07	Sidewalk on south side	3	0	1	3	0	2	9	Medium
13	Immokalee Transportation Network Plan	Private Rd	Dead End	Amigo Way	0.06	Sidewalk on west side	3	0	1	3	0	2	9	Medium
14	Immokalee Transportation Network Plan	Immokalee Rd	Marianna Way	Esperanza Way	0.11	Sidewalk one side	3	0	1	3	0	2	9	Medium
25	Immokalee Transportation Network Plan	New Harvest Rd	E Main St	E Main St	0.38	Sidewalk one side	0	3	0	3	0	3	9	Medium
66	Immokalee Transportation Network Plan	Dilas Ln	Dead End	Immokalee Dr	0.27	Sidewalks both sides	2	0	2	3	0	2	9	Medium

Table 7 Table Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
76	2045 Collier MPO Long Range Transportation Plan	Little League Rd Ext	Westclox St Ext	Little League Rd	0.15	Sidewalk one side	2	0	0	3	2	2	9	Medium
81	Immokalee Sidewalk Master Plan	Pear St	Eden Ave	Dead End	0.13	Sidewalks both sides	2	0	1	3	0	3	9	Medium
82	Immokalee Sidewalk Master Plan	Tangerine St	Eden Ave	Sander Pine Cr	0.13	Sidewalks both sides	3	0	1	3	0	2	9	Medium
108	2045 Collier MPO Long Range Transportation Plan	Westclox St Ext	Little League Rd Ext	Westclox St	0.31	Sidewalks both sides	2	0	0	3	3	1	9	Medium
8	Immokalee Transportation Network Plan	Summer Glen Blvd	Lake Trafford Rd	Summer Glen Blvd	0.08	Sidewalk one side	2	0	0	3	0	3	8	Medium
22	Immokalee Sidewalk Master Plan	W Main St	N 15th St	W Main St	0.29	Sidewalk one side	0	0	1	3	2	2	8	Medium
23	Immokalee Sidewalk Master Plan	White Way	W Main St	Immokalee Waste Water Plant	0.24	Sidewalk one side	0	0	1	3	2	2	8	Medium
61	2045 Collier MPO Long Range Transportation Plan	Carson Rd Ext	Little League Rd Ext	Carson Rd	0.52	Sidewalk one side	2	0	0	3	2	1	8	Medium
63	Immokalee Transportation Network Plan	Extension	Dilas Ln	8th Ave	0.03	Sidewalks both sides	2	0	1	3	0	2	8	Medium
64	Immokalee Transportation Network Plan	Roberts Ave W Ext	S Immokalee Dr (Proposed)	Roberts Ave W	0.29	Sidewalk south side	2	0	2	2	0	2	8	Medium
65	Immokalee Sidewalk Master Plan	Wells St	Immokalee Dr	Dead End	0.28	Sidewalks both sides	2	0	2	3	0	1	8	Medium
83	Immokalee Sidewalk Master Plan	Orange St	Eden Ave	Dead End	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium
84	Immokalee Sidewalk Master Plan	Apple St	Eden Ave	Dead End	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
85	Immokalee Sidewalk Master Plan	Apple St	Dead End	Eden Ave	0.12	Sidewalks both sides	2	0	1	3	0	2	8	Medium
86	Immokalee Sidewalk Master Plan	Orange St	Dead End	Eden Ave	0.12	Sidewalks both sides	2	0	1	3	0	2	8	Medium
87	Immokalee Sidewalk Master Plan	Tangerine St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium
88	Immokalee Sidewalk Master Plan	Peach St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	1	3	0	2	8	Medium
89	Immokalee Sidewalk Master Plan	Npear St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	0	3	0	3	8	Medium
90	Immokalee Sidewalk Master Plan	N Plum St	Dead End	Eden Ave	0.13	Sidewalks both sides	2	0	0	3	0	3	8	Medium
94	Immokalee Transportation Network Plan	Immokalee Dr Ext	Carson Rd	E Immokalee Dr (Proposed)	1.12	Sidewalk one side	2	0	0	3	0	3	8	Medium
105	Immokalee Transportation Network Plan	Agri Blvd	CR 846	Global Dr	0.14	Sidewalk one side	0	3	0	2	0	3	8	Medium
6	Immokalee Sidewalk Master Plan	Miraham Dr	Taylor Ter	Miraham Ter	0.40	Sidewalk one side	0	0	0	3	1	3	7	Medium
7	Immokalee Sidewalk Master Plan	Miraham Ter	Lake Trafford Rd	Miraham Dr	0.21	Sidewalk one side	0	0	0	3	1	3	7	Medium
26	Immokalee Transportation Network Plan	Global Dr	Agri Blvd	Dead End	0.21	Sidewalk one side	0	2	0	2	0	3	7	Medium
46	Immokalee Sidewalk Master Plan	Stockade Rd	Immokalee Dr	Kowachobee Trl	0.72	Sidewalk one side	2	0	0	1	1	3	7	Medium
56	Immokalee Transportation Network Plan	S Immokalee Dr (Proposed)	Immokalee Dr	E Immokalee Dr (Proposed)	0.28	Sidewalk one side	2	0	2	2	0	1	7	Medium
57	Immokalee Transportation Network Plan	W Main St Ext	S Immokalee Dr (Proposed)	W Main St	0.55	Sidewalk one side	0	0	1	3	1	2	7	Medium
62	Immokalee Transportation Network Plan	Roy Way	Carson Rd	Roy Way	0.15	Sidewalk one side	0	0	0	2	2	3	7	Medium

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
74	Immokalee Transportation Network Plan	Stockade Rd Extension (Proposed)	S 5th St Ext	Immokalee Rd	0.30	Sidewalk one side	0	0	0	2	2	3	7	Medium
75	Immokalee Transportation Network Plan	Commerce Ave	Agri Blvd	Dead End	0.22	Sidewalk one side	0	2	0	2	0	3	7	Medium
78	Immokalee Transportation Network Plan	Madison Ave W	Pinellas Sr	Heritage Rd	0.30	Sidewalk one side	0	0	1	3	0	3	7	Medium
104	Immokalee Transportation Network Plan	Agri Blvd	Global Dr	Commerce Ave	0.11	Sidewalk one side	0	2	0	2	0	3	7	Medium
3	Immokalee Transportation Network Plan	Trafford Farm Rd	Little League Rd	Lake Trafford Rd	0.35	Sidewalk one side	0	1	0	2	0	3	6	Low
48	Immokalee Sidewalk Master Plan	Perch Pl	Tippins Ter	Taylor Ter	0.18	Sidewalk north side	0	1	0	2	0	3	6	Low
49	Immokalee Sidewalk Master Plan	Bass Rd	Tippins Ter	Taylor Ter	0.23	Sidewalk north side	0	1	0	2	0	3	6	Low
106	Immokalee Transportation Network Plan	Heritage Blvd	N 15th St	FSU College of Medicine	0.10	Sidewalk one side	0	0	0	3	0	3	6	Low
114	Immokalee Sidewalk Master Plan	Deer Run Rd	Tippins Ter	Taylor Ter	0.22	Sidewalk north side	0	1	0	2	0	3	6	Low
115	Immokalee Sidewalk Master Plan	Tippins Ter	Lake Trafford Rd	Deer Run Rd	0.30	Sidewalk east side	0	1	0	2	0	3	6	Low
116	Immokalee Sidewalk Master Plan	Quail Roost Rd	Tippins Ter	Taylor Ter	0.18	Sidewalk north side	0	1	0	2	0	3	6	Low
5	Immokalee Sidewalk Master Plan	Taylor Ter	Lake Trafford Rd	Deer Run Rd	0.27	Sidewalk one side	0	0	0	2	0	3	5	Low
107	2045 Collier MPO Long Range Transportation Plan	Little League Rd Ext	Carson Rd Ext	Westclox St Ext	0.25	Sidewalk one side	0	0	0	2	2	1	5	Low
55	Immokalee Transportation Network Plan	Stockade Rd Ext	Stockade Rd	New Harvest Rd	1.46	Sidewalk one side	0	0	0	1	1	2	4	Low

Table 7 Sidewalk Project List, Cont.

FID	STUDY	Street Name	From	To	Miles	Recommendation	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle and Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
60	2045 Collier MPO Long Range Transportation Plan	Little League Rd Ext	SR 82	Carson Rd Ext	3.84	Sidewalk one side	0	0	0	1	1	0	2	Low
95	Immokalee Transportation Network Plan	E Immokalee Dr (Proposed)	Imokalee Rd Ext	S Immokalee Dr (Proposed)	0.55	Sidewalk one side	0	0	0	0	0	0	0	Low

Roadway Project List

Table 8. Roadway Project List

FID	Study	Street Name	From	To	Miles	Recommendations	Connectivity	Funding	Project Status	Evacuation Route	Right-of-Way Requirements	Score	Ranking
19	Long-Range Transportation Plan	Little League Rd Ext	SR 82	Little League Rd	3.65	Roadway Extension	1	2	1	1	0	5	Medium
27	Long-Range Transportation Plan	SR 29 Loop Road	New Market Rd N	SR 82	3.61	Construct new road	1	2	1	1	0	5	Medium
1	Immokalee Transportation Network Plan	Plum St	Carson Rd	Plum St	0.15	Asphalt Paving	1	0	1	0	1	3	Medium
3	Long-Range Transportation Plan	Westclox St Ext	Little League Rd	Westclox St	0.28	Roadway Extension	1	1	1	0	0	3	Medium
9	Immokalee Transportation Network Plan	Hendry St Ext	Adams Ave W	Washington Ave	0.07	Roadway Extension	1	0	1	0	1	3	Medium
10	Immokalee Transportation Network Plan	W Delaware Ave Ext	S 9th St	W Delaware Ave	0.20	Construct new road	1	0	1	0	1	3	Medium
12	Immokalee Transportation Network Plan	S 5th St	W Deleware Ave	W Eustis Ave	0.13	Construct new road	1	0	1	0	1	3	Medium
14	Immokalee Transportation Network Plan	11th St Ext	E Main St	11th St SE	0.24	Roadway Extension	1	0	1	1	0	3	Medium
15	Immokalee Transportation Network Plan	E Eustis Ave Ext	School Dr	16th St SE	0.25	Roadway Extension	1	0	1	0	1	3	Medium
16	Immokalee Transportation Network Plan	Stockade Rd Ext	Stockade Rd	SR 29	1.32	Roadway Extension	1	0	1	1	0	3	Medium
23	Immokalee Transportation Network Plan	Boston Ave	Handcock St	S 9th St	0.12	Asphalt Paving	1	0	1	0	1	3	Medium
6	Immokalee Transportation Network Plan	8th Ave Ext	Dilsa Ln	8th Ave	0.03	Roadway Extension	1	0	1	0	0	2	Low
7	Immokalee Transportation Network Plan	Roberts Ave W Ext	Welles St	Roberts Ave W	0.06	Roadway Extension	1	0	1	0	0	2	Low
8	Immokalee Transportation Network Plan	Clifton Rd Ext	Clifton Rd	Clifton Rd	0.08	Roadway Extension	1	0	1	0	0	2	Low
11	Immokalee Transportation Network Plan	Hancock St	W Main St	Boston Ave	0.13	Repave	0	0	1	1	0	2	Low

Table 8. Roadway Project List, Cont.

FID	Study	Street Name	From	To	Miles	Recommendations	Connectivity	Funding	Project Status	Evacuation Route	Right-of-Way Requirements	Score	Ranking
17	Immokalee Transportation Network Plan	Proposed Roadway	at Immokalee Dr	-	0.99	Roadway Extension	1	0	1	0	0	2	Low
18	Immokalee Transportation Network Plan	W Main St Ext	Proposed Roadway	N 15th St	0.50	Roadway Extension	1	0	1	0	0	2	Low
20	Immokalee Transportation Network Plan	Curry Rd Ext	Justice Cir	Curry Rd	0.34	Roadway Extension	1	0	1	0	0	2	Low
21	Immokalee Transportation Network Plan	Complex Dr Ext	Complex Dr	Village Oaks Elementary	0.65	Roadway Extension	1	0	1	0	0	2	Low
22	Immokalee Transportation Network Plan	Carson Rd Ext	Little League Rd Ext	Carson Rd	0.47	Roadway Extension	1	0	1	0	0	2	Low
24	Immokalee Transportation Network Plan	Immokalee Dr	Carson Rd	N/A	1.00	Roadway Extension	1	0	1	0	0	2	Low
25	Immokalee Transportation Network Plan	Proposed Roadway	Proposed Roadway	Proposed Roadway	0.49	Roadway Extension	1	0	1	0	0	2	Low
26	Immokalee Transportation Network Plan	S 5th St Ext	S 5th St	Immokalee Rd	0.31	Roadway Extension	1	0	1	0	0	2	Low
2	Immokalee Transportation Network Plan	Roy Way	Dead End	Carson Rd	0.13	Asphalt Paving	0	0	1	0	0	1	Low
4	Immokalee Transportation Network Plan	Little League Rd Ext	Trafford Farm Rd	Little League Ct	0.51	Repave	0	0	1	0	0	1	Low
5	Immokalee Transportation Network Plan	Trafford Farm Rd	Little League Rd	Lake Trafford Rd	0.21	Repave	0	0	1	0	0	1	Low
13	Immokalee Transportation Network Plan	Stokes Ave	Dead End	S 5th St	0.13	Repave	0	0	1	0	0	1	Low

6.0 CONCLUSION

This study developed complete street solutions for the Immokalee area. The study process included an existing conditions analysis, a review of previous study efforts, a safety review, field reviews, and public outreach. The study process yielded a set of mobility improvements that were developed to enhance livability, mobility, and safety in the Immokalee area.

Investing in the types of projects presented in this report creates a transportation system that serves users of all ages and abilities including bicycles, pedestrians, transit riders, and other travel modes. These projects will increase the safety of roadways, increase the quality of life of the surrounding community, and encourage economic development.

The sidewalk and roadway projects included in this report are particularly important to the Immokalee area. This area has households with very low vehicle availability. The American Community Survey (2020) concludes that 22.5% of households in the study area are without access to a vehicle, 21.5% with access to one (1) vehicle, 35.2% with access to two (2) vehicles, and 20.9% with access to three (3) or more vehicles. These statistics show the importance of the projects identified in this study as many of the residents of Immokalee walk or ride bicycles to get to work, stores, school, etc.

The primary purpose of this study is to serve as a master document for mobility projects in the Immokalee area. As mentioned above, the development of this study included a review of the transportation studies completed in the study area. The mobility projects identified in these studies were compiled and listed here along with other projects that fill in the gaps and expand the transportation network.

This plan will serve as a one-stop resource for agencies that are working to implement mobility projects in the Immokalee area. This may be the CRA as they apply for grants, the Collier MPO as they develop the Long Range Transportation Plan and its Bicycle and Pedestrian Master Plan, or the FDOT as they develop the Loop Road and SR 29. The listing of projects included in this study should be updated as new studies are completed and as projects are implemented. In addition to updating the project list, public outreach should continue to solicit input on projects and identify new needs that may develop. This will ensure a current master project list for the study area is always available to the stakeholders allowing for coordination across modes to improve, advance, and deliver an efficient and effective multimodal network that serves all of the residents of Immokalee and is integrated with Collier County.

APPENDIX A. SUMMARY OF MEETINGS WITH COMMUNITY REPRESENTATIVES

Throughout this process, Atkins' team members met with community representatives to get their input on mobility issues faced by residents they represent and groups they work with. Below is the summary of those meetings.

Meeting with Dawn Montecalvo, President at Guadalupe Center, Inc.

Atkins staff met with Dawn Montecalvo on Friday, May 27, 2022, to discuss the operation of the Guadalupe Center facilities, the programs they provide, and transportation to and from their facilities. The Guadalupe Center is a philanthropy-supported educational facility (upwards of 75% of their funding) seeking to "break the cycle of poverty through education" serving over 1,500 students. Their programs include early learning for children ages six weeks to five years, and a high school college prep program (100% of the program students graduate from high school, 100% attend college, and 95% graduate). Their donor base is in Naples, and they are currently seeking $100,000 in funding to be used generally for transportation needs. Notable is that all students attending their facilities are transported by parents or guardians. Guadalupe Center has a new school opening on Westclox Street across from Eden Park Elementary School. While visiting the in-town facility on 5th Street, transportation access and student delivery issues were noted. At the new Westclox Street school site observations were made that may be recommended in the TNP that would better connect the new school to and from Eden Park Elementary School, if access and filtration is required or desired.

Meeting with Jaime Weisinger, Lipman Family Farms

Atkins staff met with Jaime Weisinger, via TEAMS on June 1, 2022, to discuss the operations of the Lipman growers, packers, and shippers associated with their farms and businesses. Lipman Family Farms are strong supporters of the community and have provided backpacks and school supplies to 10,000 students in an annual backpack giveaway over an eight-year period, have provided scholarships to Immokalee High School students, and have given a $300,000 gift to the RCMA Immokalee Community Schools. Lipman also provides healthy food to families through their Brighter Bites mission. Lipman Family Farms was also recognized locally as the "Outstanding Philanthropic Organization of 2019". Mr. Lipman was appointed in 2017 by Governor Rick Scott for a four-year term on the Board of the District 7 South Florida Water Management District.

Mr. Weisinger described their facilities including truck access to six 6 packing houses on site with the major site along Roberts Ave. Lipman also has two sites along Main St and one along New Market Road. Vehicular traffic at the sites involves field trucks and loaded semi-trucks that leave the sites. He noted that the Nixon Drive and New Market Road intersections are not an issue for truck access, however, he did advise that turning left from New Market Road to Main Street is difficult at times.

Mr. Weisinger noted that most field workers live at site locations. He said packing house workers live in Immokalee and travel by vehicle or bike. There is a need to help to increase personal mobility in Immokalee and he said residents travel to LaBelle or Fort Myers for destinations such as Walmart. The workers use limited CAT services and private taxis.

Redlands Christian Migrant Association—RCMA

Atkins staff visited with Gloria Moorman in an on-the-street interview in front of the RCMA street-front offices at 402 W. Main Street, before morning opening hours. Ms. Moorman gave a full description of

their K-7 charter school located on 4th Street within the same block (RCMA Immokalee Community School), the proposed expansion of that school, and their issues with student transportation.

The RCMA facility is one of the two locations on Main Street that is accessed by a mid-block signalized pedestrian crosswalk. Observations in the field indicate strong compliance in use by both pedestrians and drivers.

RCMA describes the organization: "The Redlands Christian Migrant Association is a 501(c)(3) non-profit organization, non-sectarian voluntary organization, which focuses on the well-being and care of impoverished immigrant children throughout the state of Florida. RCMA provides high-quality childcare and early education for children of migrant farmworkers and other rural, low-income families. Programs include Head Start, Migrant Head Start, and before and after-school activities in 21 Florida Counties. In addition, we involved parents by encouraging their civic participation, through voting and working for the organization through their committees and associations."

Meetings with the CRA Staff

The Atkins staff met with Debrah Forester, CRA Director, on May 26, 2022, to discuss the CRA's initiatives for complete streets, walkability, community needs, and the TIGER grant program. She noted that the TIGER open house gave the community a first look at what is approved and programmed. She noted that QE is the contractor and Q Grady Minor is the design consultant. Capital Consulting Solutions completed the concepts and design-build design criteria package. Improvements are to include new sidewalks, lighting, and a transit transfer station. The MSTU is renting the streetlights and paying for the electricity under a 10-year service agreement. She noted that the Atkins TNP study would fill in any gaps in the system not included in the TIGER grant system. Ms. Forester also emphasized that the CRA favors the proposed loop road.

The Atkins staff also met with Christie Betancourt, Immokalee CRA Operations Manager, on the afternoon of May 26, 2022, to discuss details regarding the needs in the community, recent and current plans and programs and recommendations regarding other individuals in the community to interview. She noted that we should obtain the recently approved Johnson Engineering digital files for the Sidewalk Master Plan. David Dowling volunteered to contact JEI to get the files. She noted that included in the master plan was a proposed extension of Little League Road that would tie into Lamm Road and be further extended to SR 82.

Atkins staff spoke with Christie about the lack of bicycle facilities in the community. She explained that she has discussed this with community members and believes they would not be used as many residents are not from the US and where they came from does not have bike lanes and as such, would not use them. We discussed the low speeds and low traffic volumes on most residential streets, and all agreed that bike facilities would not be a prudent use of funds, except for SR 29.

Meeting with the Immokalee Fire Control District

On July 8, 2022, Atkins meet with Thomas Cunningham, Deputy Fire Chief, and Josh Bauer, Battalion Chief to review the preliminary recommendations in the Transportation Network Plan and to get their input on needed improvements in the Immokalee area. The recommendations of interest to the fire district included the proposed roundabouts along Jefferson and Madison to eliminate existing sharp

turns and odd angles at the intersections, and the proposed intersection improvement (roundabout) at the intersection of Westclox Street and New Market Road. These were generally found to be acceptable as long as the design will accommodate fire trucks.

Additional comments include the following:

- Group acknowledged the need for additional midblock crossings along SR29 and First St.
- Fire Dept very supportive of the potential Little League extension to cut response times (9 minutes)
- Little League and the new loop road are game changers for the fire dept.
- Eden has no turnaround; needs to extend to Apple or at least to Sanders Pine Apts. Street access around the scrub jay habitat is limited which impacts adequate structure protection.
- Some private roads become public roads; some areas of private roads are in severe drivable conditions particularly during heavy rains, increasing response time.
- There are poor-condition roads including in the area of Little League to Trafford Farms, Virno, Myers, & Christian Terrace, increasing response time.
- There is a need for a second access point along Westclox Street where the new school is planned.
- Habitat for Humanity (large, planned area of 350 homes) has one way in and out.

Immokalee High School Crossing Guard

Atkins staff spoke with a crossing guard for Immokalee High School to get her observations on how the majority of the students get to and from school. She was of the opinion that the majority of students either walk or ride a bike, with the majority of those walking to get to and from school. Given the location of the schools in Immokalee relative to the residential area, it is easy and safe for students to walk or ride bicycles to and from school.

MSTU Advisory Board Meeting

Atkins staff attended the Immokalee MSTU Advisory Board Meeting on Wednesday, May 25, 2022. During the meeting a quorum was not present, however, the chair asked Mr. Haight to briefly present the purposes of the study and the proposed schedule of future meetings. Several of the members present commented on how much they anticipated the findings of the study and Plan.

CRA TIGER Grant Update Open House

The Akins team also attended the TIGER Grant Open House on the evening of May 25, 2022, to listen to a presentation on program initiatives and alternatives. The team also met with several interested advocates that provided input into the Transportation Network Plan.

APPENDIX B. VEHICLE AVAILABILITY

Vehicles Available (American Community Survey, 2020)

	Total		Male		Female	
	Estimate	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Workers 16 years and over	11,718	±1,005	7,374	±819	4,344	±601
VEHICLES AVAILABLE						
Workers 16 years and over in households	11,385	±1,001	7,226	±874	4,159	±571
No vehicle available	22.5%	±7.3	26.1%	±10.9	16.2%	±5.5
1 vehicle available	21.5%	±4.3	20.7%	±5.2	22.8%	±6.0
2 vehicles available	35.2%	±6.4	32.2%	±7.6	40.4%	±8.2
3 or more vehicles available	20.9%	±5.1	21.0%	±6.2	20.6%	±5.6
PERCENT ALLOCATED						
Means of transportation to work	24.7%	(X)	(X)	(X)	(X)	(X)
Private vehicle occupancy	31.6%	(X)	(X)	(X)	(X)	(X)
Place of work	26.3%	(X)	(X)	(X)	(X)	(X)
Time of departure to go to work	38.8%	(X)	(X)	(X)	(X)	(X)
Travel time to work	38.8%	(X)	(X)	(X)	(X)	(X)
Vehicles available	1.2%	(X)	(X)	(X)	(X)	(X)

APPENDIX C. MEANS OF TRANSPORTATION TO WORK

Means of Transportation to Work (American Community Survey, 2020)

	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	11,718	±1,005	7,374	±819	4,344	±601
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	78.5%	±4.2	80.8%	±4.9	74.6%	±7.2
Drove alone	50.9%	±5.2	47.0%	±6.8	57.4%	±7.3
Carpooled	27.6%	±4.9	33.8%	±6.5	17.2%	±4.5
In 2-person carpool	12.8%	±3.1	12.2%	±3.5	13.6%	±4.4
In 3-person carpool	3.0%	±1.8	4.1%	±2.7	1.1%	±1.1
In 4-or-more person carpool	11.9%	±3.5	17.5%	±5.2	2.4%	±1.6
Workers per car, truck, or van	1.29	±0.06	1.38	±0.10	1.15	±0.04
Public transportation (excluding taxicab)	9.9%	±2.9	11.2%	±3.9	7.7%	±3.1
Walked	4.6%	±1.7	3.8%	±2.5	6.0%	±2.2
Bicycle	0.1%	±0.2	0.2%	±0.3	0.0%	±1.1
Taxicab, motorcycle, or other means	2.0%	±1.4	2.3%	±2.1	1.4%	±1.2
Worked from home	4.9%	±3.3	1.7%	±2.0	10.2%	±6.7

APPENDIX D. COMMUTE TO WORK

Place of Work (American Community Survey, 2020)

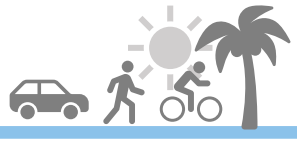
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	11,718	±1,005	7,374	±819	4,344	±601
PLACE OF WORK						
Worked in state of residence	99.3%	±0.7	99.5%	±0.9	99.1%	±1.4
Worked in county of residence	84.7%	±3.5	81.2%	±5.2	90.8%	±3.8
Worked outside county of residence	14.6%	±3.4	18.3%	±5.2	8.3%	±3.7
Worked outside state of residence	0.7%	±0.7	0.5%	±0.9	0.9%	±1.4
Living in a place	100.0%	±0.4	100.0%	±0.6	100.0%	±1.1
Worked in place of residence	43.8%	±5.5	38.3%	±6.7	53.2%	±7.6
Worked outside place of residence	56.2%	±5.5	61.7%	±6.7	46.8%	±7.6
Not living in a place	0.0%	±0.4	0.0%	±0.6	0.0%	±1.1
Living in 12 selected states	0.0%	±0.4	0.0%	±0.6	0.0%	±1.1
Worked in minor civil division of residence	0.0%	±0.4	0.0%	±0.6	0.0%	±1.1
Worked outside minor civil division of residence	0.0%	±0.4	0.0%	±0.6	0.0%	±1.1
Not living in 12 selected states	100.0%	±0.4	100.0%	±0.6	100.0%	±1.1

Travel Time to Work (American Community Survey, 2020)

	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over who did not work from home	11,147	±1,031	7,248	±871	3,899	±544
TIME OF DEPARTURE TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	6.5%	±2.4	4.7%	±2.1	9.8%	±6.5
5:00 a.m. to 5:29 a.m.	10.5%	±3.5	14.0%	±5.1	3.9%	±2.3
5:30 a.m. to 5:59 a.m.	8.8%	±3.1	12.1%	±4.5	2.8%	±1.6
6:00 a.m. to 6:29 a.m.	14.7%	±3.6	17.6%	±5.3	9.2%	±3.3
6:30 a.m. to 6:59 a.m.	8.9%	±2.6	7.7%	±3.6	11.2%	±3.4
7:00 a.m. to 7:29 a.m.	16.3%	±3.8	17.2%	±5.7	14.6%	±4.9
7:30 a.m. to 7:59 a.m.	5.1%	±1.6	3.6%	±2.0	7.9%	±2.6
8:00 a.m. to 8:29 a.m.	9.0%	±2.2	7.2%	±2.4	12.3%	±4.5
8:30 a.m. to 8:59 a.m.	4.7%	±1.8	4.6%	±2.2	4.8%	±3.3
9:00 a.m. to 11:59 p.m.	15.5%	±2.8	11.2%	±3.1	23.5%	±5.6

	Total		Male		Female	
	Estimate	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
TRAVEL TIME TO WORK						
Less than 10 minutes	11.8%	±2.4	8.2%	±1.9	18.5%	±5.3
10 to 14 minutes	13.5%	±3.0	10.7%	±3.6	18.6%	±5.5
15 to 19 minutes	10.1%	±3.0	7.4%	±3.8	15.0%	±4.7
20 to 24 minutes	9.5%	±3.2	6.0%	±3.0	16.1%	±7.6
25 to 29 minutes	4.4%	±2.1	5.4%	±2.9	2.4%	±1.6
30 to 34 minutes	11.3%	±3.5	12.2%	±4.8	9.8%	±3.6
35 to 44 minutes	5.0%	±2.1	7.1%	±3.3	1.3%	±0.9
45 to 59 minutes	11.1%	±3.0	12.9%	±4.0	7.6%	±3.5
60 or more minutes	23.4%	±4.4	30.2%	±6.2	10.8%	±3.8
Mean travel time to work (minutes)	36.4	±3.5	42.6	±4.9	25.0	±3.7

APPENDIX E. DEMOGRAPHICS



Population by Age (American Community Survey, 2020)

	Estimate	Margin of Error	Percent
SEX AND AGE			
Total population	28,060	±1,838	28,060
Male	14,971	±1,201	53.4%
Female	13,089	±1,011	46.6%
Sex ratio (males per 100 females)	114.4	±10.0	(X)
Under 5 years	2,305	±407	8.2%
5 to 9 years	2,409	±393	8.6%
10 to 14 years	2,568	±403	9.2%
15 to 19 years	2,738	±515	9.8%
20 to 24 years	2,350	±589	8.4%
25 to 34 years	4,009	±728	14.3%
35 to 44 years	3,798	±582	13.5%
45 to 54 years	3,734	±548	13.3%
55 to 59 years	1,139	±322	4.1%
60 to 64 years	1,081	±359	3.9%
65 to 74 years	1,479	±344	5.3%
75 to 84 years	367	±168	1.3%
85 years and over	83	±76	0.3%
Median age (years)	29.4	±2.4	(X)
Under 18 years	8,882	±1,043	31.7%
16 years and over	20,063	±1,331	71.5%
18 years and over	19,178	±1,274	68.3%
21 years and over	17,534	±1,269	62.5%
62 years and over	2,571	±528	9.2%
65 years and over	1,929	±385	6.9%
18 years and over	19,178	±1,274	19,178
Male	10,603	±1,077	55.3%
Female	8,575	±660	44.7%
Sex ratio (males per 100 females)	123.7	±15.5	(X)
65 years and over	1,929	±385	1,929
Male	1,037	±265	53.8%
Female	892	±216	46.2%
Sex ratio (males per 100 females)	116.3	±34.8	(X)

Population by Race (American Community Survey, 2020)

	Estimate	Margin of Error	Percent
RACE			
Total population	28,060	±1,838	28,060
One race	24,269	±1,601	86.5%
Two or more races	3,791	±1,239	13.5%
One race	24,269	±1,601	86.5%
White	16,376	±1,549	58.4%
Black or African American	6,378	±1,045	22.7%
American Indian and Alaska Native	419	±191	1.5%
Cherokee tribal grouping	0	±27	0.0%
Chippewa tribal grouping	0	±27	0.0%
Navajo tribal grouping	0	±27	0.0%
Sioux tribal grouping	0	±27	0.0%
Asian	86	±193	0.3%
Asian Indian	0	±27	0.0%
Chinese	0	±27	0.0%
Filipino	86	±193	0.3%
Japanese	0	±27	0.0%
Korean	0	±27	0.0%
Vietnamese	0	±27	0.0%
Other Asian	0	±27	0.0%
Native Hawaiian and Other Pacific Islander	0	±27	0.0%
Native Hawaiian	0	±27	0.0%
Chamorro	0	±27	0.0%
Samoan	0	±27	0.0%
Other Pacific Islander	0	±27	0.0%
Some other race	1,010	±445	3.6%
Two or more races	3,791	±1,239	13.5%
White and Black or African American	195	±182	0.7%
White and American Indian and Alaska Native	174	±166	0.6%
White and Asian	8	±16	0.0%
Black or African American and American Indian and Alaska Native	0	±27	0.0%

Race alone or in combination with one or more other races

	Estimate	Margin of Error	Percent
Total population	28,060	±1,838	28,060
White	20,163	±1,828	71.9%
Black or African American	6,573	±1,053	23.4%
American Indian and Alaska Native	597	±146	2.1%
Asian	98	±194	0.3%
Native Hawaiian and Other Pacific Islander	0	±27	0.0%
Some other race	4,424	±1,335	15.8%
HISPANIC OR LATINO AND RACE			
Total population	28,060	±1,838	28,060
Hispanic or Latino (of any race)	19,855	±1,810	70.8%
Mexican	15,498	±1,821	55.2%
Puerto Rican	475	±267	1.7%
Cuban	231	±228	0.8%
Other Hispanic or Latino	3,651	±1,246	13.0%
Not Hispanic or Latino	8,205	±1,087	29.2%
White alone	1,288	±421	4.6%
Black or African American alone	6,296	±1,057	22.4%
American Indian and Alaska Native alone	399	±190	1.4%
Asian alone	86	±193	0.3%
Native Hawaiian and Other Pacific Islander alone	0	±27	0.0%
Some other race alone	0	±27	0.0%
Two or more races	136	±162	0.5%
Two races including Some other race	0	±27	0.0%
Two races excluding Some other race, and Three or more races	136	±162	0.5%
Total housing units	6,823	±425	(X)
CITIZEN, VOTING AGE POPULATION			
Citizen, 18 and over population	10,754	±1,138	10,754
Male	5,683	±935	52.8%
Female	5,071	±563	47.2%

APPENDIX F. TECHNICIAL MEMORANDUM 1

IMMOKALEE TRANSPORTATION NETWORK PLAN

Technical Memorandum No. 1

July 21, 2022
Revised November 21, 2022

Atkins

ATKINS

Member of the SNC-Lavalin Group

Table of Contents

ATKINS
Member of the SNC-Lavalin Group

1.0 Introduction

This Technical Memorandum No. 1 describes the initial data gathering process, the data sources, the network analysis, network mapping, and preliminary findings and recommendations for the Immokalee Transportation Network Plan (the "Plan" or "TNP").

2.0 Purpose

Recognizing that a significant segment of the community's population uses public transit, walks or bicycles to work, school, and other destinations, Collier County has initiated a multi-modal transportation planning study that will compile transportation and mobility projects and programs identified in other studies, identify additional projects and studies that are needed to complete connections and expand mobility for all. This project will consult with external stakeholders and service providers with the goal of developing recommendations that identify enhancements to mobility for the citizens of Immokalee and may include potential routes to improve the connectivity of the collector and local street network to expand public transit service, and bicycle and pedestrian access. The study will deliver tools (including lists and maps) that will allow stakeholders to identify opportunities to advance projects, coordinate resources and address gaps and direct investments and efforts.

3.0 Stakeholder Advisory Group

The Immokalee Transportation Network Plan Stakeholder Advisory Group (SAG) introduced the members of the SAG recognized by the County Project Manager and CRA staff as individuals with direct knowledge of transportation needs and issues in the community. The Atkins team was provided the list of stakeholders to contact and participate with the team during the study process and meetings. Some of the SAG committee attended the initial kickoff meeting or were contacted by the team during project research. The SAG members were invited to the workshop scheduled for July.

The Stakeholder Advisory Group includes the following:

A. Internal Members
- Code Enforcement
- Collier County Development Review Division
- Collier County Parks & Recreation Division
- Collier County Sheriff's Office - Safety Officer
- Collier County Stormwater Division
- Collier County Traffic Operations Division
- Collier County Transportation Planning Division
- Immokalee Fire Department

B. Agency/Governmental Members
- Collier Area Transit
- Collier Metropolitan Planning Organization (MPO) Staff
- Florida Department of Transportation (FDOT)
- FDOT Commuter Services/Vanpool Services
- Immokalee Chamber of Commerce
- Immokalee CRA Advisory Board
- Immokalee Health Department
- Immokalee MSTU Advisory Board
- Immokalee Regional Airport
- Immokalee Technical Institute, Collier County Public Schools
- LeeTran

- Southwest Florida Regional Planning Council (SWFRPC)

C. Advocacy Groups
- Bicycle & Pedestrian Groups, Pathways
- Blue Zones – Immokalee Committee
- Complete Streets Coalition
- Immokalee Fair Housing Alliance/Community Foundation of Collier County
- Seminole Tribe
- Unmet Needs Coalition

4.0 Research

Below is a summary of the key studies and reports reviewed for the Transportation Network Plan development a full listing of the literature search will be included in the Final Report.

4.1 Literature Review

Atkins prepared a preliminary literature search and report on previous studies related to transportation issues and the needs of the Immokalee community. Later discussions and interviews with the County and CRA staff members provided additional previous studies and data that proved to be essential to the study effort. The most important initial data obtained included the grant documents listing the programmed improvements proposed by the TIGER complete streets grant, and the Sidewalk Master Plan. With the awarding of this grant, mobility opportunities and priorities were reordered to capitalize on the grant. These maps were the starting elements of the GIS maps prepared for the study.

4.2. Collier County/Immokalee Complete Streets TIGER 2016 Application and Grant

Collier County submitted the Immokalee Complete Streets—Growing Connections to Create Mobility Opportunities in the FY 2017 grant cycle. The Complete Street grant of $13,132,691 was awarded in March 2018. With 20% match contributions, the total project budget will be $16,415,864. The complete streets program will include 20 miles of concrete sidewalks, 1 mile of multi-use pathway, 20 miles of upgraded drainage ditch and swales, nine enhanced bus stop amenities/shelters which include bus shelters, benches and bike racks, construction of a Bus Transfer Station next to the Collier County Health Department on Immokalee Drive, comprehensive street lighting improvements within the project area, and a 5-mile bicycle boulevard network with traffic calming and signage. The bicycle boulevard treatments are proposed for Madison Avenue, Jefferson Avenue, Lee Street, Jackson Street, Escambia Street, Broward Street, and the portion of Lake Trafford Road within the TIGER complex of street improvements. Construction on Area 1 is planned for late fall 2022. Area 1 is bounded on the north by Rose Avenue, on the east by School Drive, on the south by Eustis Avenue E., and on the west by S. 1st Street, Immokalee Road. Construction times for Areas 2-4 have not been determined.

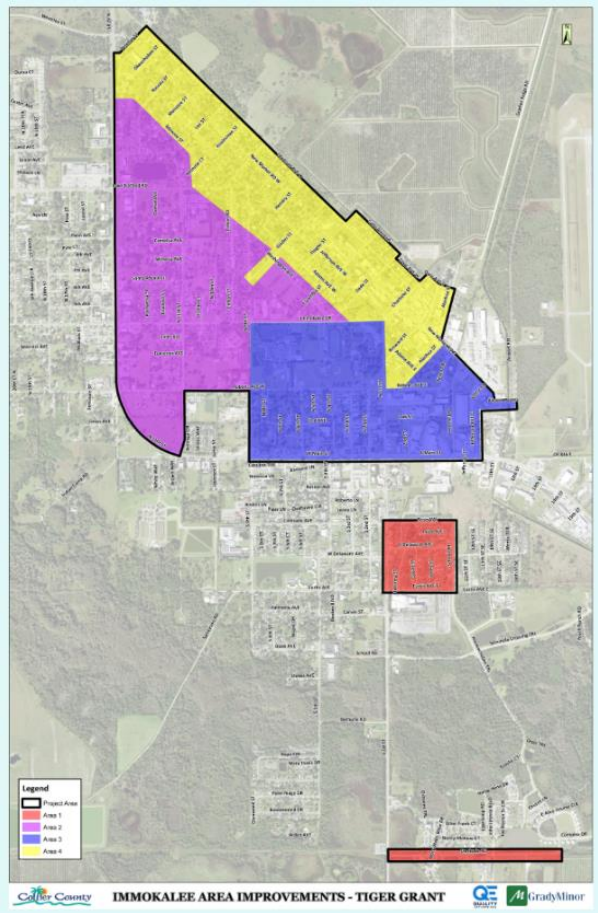
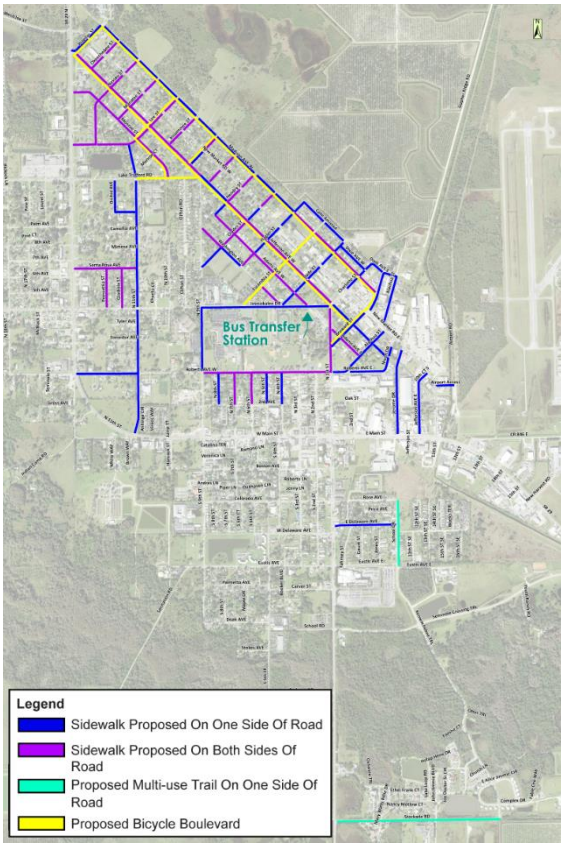


Table 1: Grant Funds and Sources/Uses of Project Funds

Description	Project Cost	Source
Sidewalk	$5,317,290	TIGER - Federal
Shared-Use Path	$137,914	TIGER - Federal
Drainage Improvements	$1,474,704	TIGER - Federal
Pedestrian and Bicycle Support Facilities	$99,720	TIGER - Federal
Landscaping	$964,800	TIGER - Federal
Lighting	$2,036,736	TIGER - Federal
Bike Boulevard and Traffic Calming	$1,330,328	TIGER - Federal
Transit Stop Facilities	$1,713,600	TIGER - Federal
One Year Continuous Performance Monitoring	$57,600	TIGER - Federal
Professional Services	$3,283,173	Collier County - Local General Fund
Total TIGER Requested	**$13,132,691**	
Total Match Funds (20%)	**$3,283,173**	
Total Project Cost	**$16,415,864**	



4.3. Related Studies

A key element in developing the Immokalee Transportation Network Plan was conducting a comprehensive review of previous studies. This review focused on the goals and objectives that support transportation and mobility plans, specific community policies, and the identification of key connections, destinations, and priority transportation and mobility improvements. Additionally, data, maps, and projects from these studies will be compiled in further detail in the Final Report. Below is a summary of the reviews.

4.4. Immokalee Pedestrian Crosswalk Improvements Study (March 2014)

The Immokalee Pedestrian Crosswalk Improvements Study was prepared in March 2014 by Collier County. The limits of the study were SR 29 (Main Street) from 9th Street to CR 846 (1st Street) and CR 846 (1st Street) from SR 29 (Main Street) to north of Delaware Avenue. The study noted that in the previous seven years prior to the study date there had been 42 reported pedestrian/bicycle crashes with three of them resulting in fatalities. The study also noted the mode predominance of walking, bicycling, and transit due to the high number of low-income migrant housing in the neighborhoods along the corridors. It also noted the three schools on 9th Street and one school on Main Street in the vicinity of the study. The study traffic counts were done during the peak harvest months.

The consultant provided a list of recommendations for improvements to the two corridor locations:

Main Street and 1st Street

- Install fences/railings/barriers in the medians at least four feet away from the back of curb. If the four feet cannot be obtained, the barriers must be installed with a breakaway base. The barriers will direct pedestrians to use crosswalks, full and channelized median openings. Not Implemented
- Install in-pavement lights at the crosswalks that would be activated by an automatic detection device and have either highlighted pedestrian crossing signs or Rectangular Rapid Flash Beacons (RRFB). This will alert motorists that someone is entering or waiting to enter the crosswalk. Currently, landscaping planters on the sidewalk at 5thStreet hide the pedestrian from approaching motorists. These lights would alert motorists to pedestrians wanting to cross. RRFBs have been installed
- Landscaping in the medians should be kept to low shrubs at least 100 feet approaching the mid-block crossings.
- Conduct a Bike Lights program with the Florida Department of Transportation (FDOT) and the local Sheriff's office to distribute bicycle lights. Not yet implemented
- Mark all side street crosswalks with high emphasis markings because of the high number of pedestrians. Not 100% complete
- Have maintenance replace the burned-out lighting. Ongoing

Main Street

- Change 2,700 feet of Main Street into a "Pedestrian Zone" and lower the speed limit to30miles per hour (mph). The30mphspeed limit is recommended based on the results of a spot speed study in which the 85th-percentile speed is 33 mph on Main Street. The survival rate of a pedestrian being struck by a vehicle would increase from 40 percent at 35 mph to 60 percent at 30 mph, based on National Highway Traffic Safety Administration data. Remove the flashing beacon "Pedestrian Crossing Ahead" signs if the posted speed is lowered to 30 mph and designate this area as a pedestrian zone.
- Add a crosswalk at 2nd Street. Based on the pedestrian counts and with the barrier in place, the 343 pedestrians crossing in the median, between crosswalks will be forced to either use the crosswalk at 3rdStreet or will cross at 2ndStreet. There is a harvester's bus pick-up and drop-off lot just south

of Main Street with openings on 2ndStreet and 3rd Street. This is a large pedestrian generator. The grocery store/restaurant is a large pedestrian generator as well because it is open in the mornings and many buses use that parking lot to pick up and drop off pedestrians.

1st Street

- Install an additional crossing at Colorado Avenue. There are over 750 pedestrians (combined total) crossing in this area during the peak hours of a typical weekday and weekend day. There is an apartment complex on the east side of 1stStreet that generates a large amount of pedestrian traffic.

The draft Transportation Network Plan has recommended a lane repurposing study for Main Street from 14th Street to Hancock Street north of 9th Street encompassing the same study limits as the 2014 Pedestrian Crosswalk Improvements Study. For the lane repurposing study, new traffic and pedestrian counts would be required, and new traffic crash data would be obtained to support and justify new safety and traffic calming changes to the roadway section, and for vehicle, bicycle, and pedestrian facilities. One expected future change would be a reduction in heavy vehicle and truck traffic along the in-town portion of SR 29 after the loop road is constructed, as well as a total reduction of pass-through traffic on SR 29. Those changes likely would reduce the interactions of vehicular traffic with pedestrians and bicyclists in the central business district.

4.5. Collier Area Transit Bus Stop & Facility Accessibility Study (October 2014)

Published in October 2014, the Collier Area Transit (CAT) Bus Stop & Facility Accessibility Study reviewed the accessibility and safety/security of the 524 active bus stops in the CAT system at that time. Bus stops were categorized as high, medium or low in terms of accessibility and safety/security and notable stops within the Immokalee routes were identified in each evaluation category. Some bus stops were also recommended to be relocated and/or combined.

Accessibility, safety/security, and location criteria were reviewed in relationship to sidewalk and roadway multimodal interconnections recommended in this Immokalee Transportation Network Plan and some street interconnections and sidewalk recommendations in this plan were made to enable safe and efficient bicycle and pedestrian access to existing bus stops.

Accessibility was rated by the following elements:

- bus stop location;
- presence of a controlled pedestrian crossing;
- presence of a curb and compliant curb ramp;
- ability to maneuver a wheelchair through shelter;
- bench obstruction;
- presence and compliance of a sidewalk;
- presence and compliance of landing area; and
- presence and compliance of the bus stop sign.

Bus stops in Immokalee with the lowest accessibility scores were Bus Stop 377 at Winn Dixie and Lake Trafford Road; 337 Taylor Terrace and Bass Road; 358 S. 5th Street and W. Delaware Avenue; 285 1St Street and Eustis Avenue E.; and S 6th Street and Colorado Avenue.

Safety/security was rated by the following elements were used to develop the safety/security score:

- bus stop location;
- presence of a controlled pedestrian crossing;
- presence of detectible warnings on the curb ramp;
- presence of marked crosswalk(s);
- landing area in a safe location;
- presence of lighting; and
- presence of other potential safety or security hazards.

Table 9: Service Alternatives – Realignment

Route	Service Description
Route 21	• Add mid-day service, 2-hour frequency • Maintain service on Collier Boulevard between Marco Island and Wal-Mart • Remove service on San Marco Road due to low productivity • Add service on Collier Boulevard to Radio Road transfer station to improve connections at the transfer location to Route 19/28 Immokalee service
Route 22 and Route23	• All day, 90-minute frequency • Realign routes to be a bi-directional loop on the same alignment • Add service deviation to Esperanza Way on Immokalee Drive • Remove service on N 9th St from Roberts Avenue and Lake Trafford Road, Lake Trafford Road between N 9th St and N 15th St, and to the Salvation Army • Recommendation includes scheduling outbound trips from Immokalee to be offset with Route 19/28, Route 121 and Route 19 Express Trips
Route 25	• All day, 75-minute frequency • Realign route to travel on US 41 between Pine Ridge Road and Golden Gate Parkway, access at Coastland Center Mall, and Golden Gate Community Center • Discontinue Sunday service. Route 25 is a low ridership route. • Remove service on Collier Boulevard and Goodlette Frank Rd
Route 27	• All day, 105-minute frequency • Realign route to travel on Immokalee Road between Creekside and the Collier County Fairgrounds • Discontinue Sunday service. Route 27 is a low ridership route. • Remove service on Collier Boulevard and Livingston Road due to low productivity

Bus stops in Immokalee with the lowest safety/security scores were Bus Stop 358 at S. 5th Street and W. Delaware Avenue; 321 Farm Worker Way and Agricultural Way; 336 Lake Trafford Road and Christian Terrace; and 377 Winn Dixie and Lake Trafford Road.

The study also recommended relocating or consolidating several stops: 358 S. 5th Street at W. Delaware Avenue consolidate with 357, and relocate 347 Lake Trafford Road at Ringo Lane move 600 feet east; 353 Roberts Avenue at N 9th Street move 400 feet east; and 372 Roberts Avenue relocate 250 feet East.

4.6. Collier MPO Bicycle & Pedestrian Master Plan (March 2019)

The Collier MPO Bicycle & Pedestrian Master Plan, adopted on March 8, 2019, built off the original 1994 Comprehensive Pathway Plan and updates in 2006 and 2012. The 2019 Plan stated: "The purpose of this Plan is to build on prior efforts to develop a first-class bicycle and pedestrian network throughout Collier County. This Plan is not intended to duplicate or conflict with existing local plans and ongoing bicycle and pedestrian projects, but rather, to unify planning efforts and influence facility improvement priorities at the county level. The Vision of the Plan is: "To provide a safe and comprehensive bicycle and pedestrian network that promotes and encourages community use and enjoyment." The goals of the Master Plan are to pursue strategies that improved and/or protected safety, connectivity, health, the economy, and the environment. The Plan is for the entirety of Collier County with specific details and map insets for Immokalee. Figure 2 indicated that the Environmental Justice (EJ) Communities in Collier and Immokalee were ranked "high" (northwest neighborhoods) or "very high" (south and east neighborhoods, and the downtown neighborhoods). This data supports the importance of providing a high level of interconnected, multimodal transportation services to the Immokalee community. The Plan also noted: "Multiple Community Redevelopment Associations (CRA) in Collier County, in collaboration with the County, identify infrastructure needs and develop funding strategies. Collier County was recently awarded a $13 million federal TIGER Grant that will construct 20 miles of sidewalk, upgrade 32 intersections, add or upgrade bus shelters and lighting, and make drainage improvements in Immokalee. Many roads identified for improvements in the grant application also have been identified in other plans such as the Collier MPO 2012 Comprehensive Pathways Plan and the 2011 Immokalee Walkable Community Study." Table 1. Vehicle Availability, Income, and Means of Transportation to Work showed comparative data supporting and justifying the extensive needs for transportation facilities in Immokalee.

Table 1. Vehicle Availability, Income, Means of Transportation to Work[1]

Area	Percent of Population with No Vehicle Available	Percent of Population Who Walk, Bike, or Use Public Transportation to Get to Work	Percent of Individuals with Incomes in Last 12 Months Below Poverty Level	Mean Household Income
Florida	3%	2%	16%	$69,936
Collier County	5%	6%	13%	$98,115
Everglades City	4%	5%	11%	$57,739
Marco Island	6%	6%	8%	$119,571
Naples	2%	7%	9%	$173,790
Golden Gate City	13%	5%	23%	$52,759
Immokalee	24%	32%	44%	$38,071
Naples Manor	16%	8%	25%	$56,339

[1] US Census, American Community Survey, 2016 5-year estimates, Tables S0802, B08101, B17001, DP03

The Plan also notes five bicycle/pedestrian high-crash corridors within the Collier MPO with SR 29-Main Street from 9th Street to 1st Street ranked 4th in the FDOT District 1 ranking (FDOT 2013-2015 bicycle and pedestrian high crash list for Collier MPO). This corridor has more recently had pedestrian push-button signalized crosswalks installed to address the high level of both vehicular traffic and pedestrian activity in the downtown central business district.

Table 2. FDOT 2013–2015 Bicycle and Pedestrian High Crash List – Collier MPO

						Bicycle/Pedestrian Crashes					
District Rank	County Rank	Miles	Name of Segment	From Location	To Location	All Injury	Incapacitating Injury	Fatal	Total Per Mile	Incapacitating Injury & Fatal Per Mile	Injury & Fatal Per Mile
4	1	0.5	SR 29 -Main St	9th St	1st St	16	1	1	35.9	4	33.9
8	2	0.5	US 41 - 5th Ave S	9th St	Davis Blvd	11	0	1	22.3	1.9	22.3
11	3	1.3	US 41 - Tamiami Trail	Davis Blvd	Airport Rd	26	2	1	24.8	2.3	21
12	4	1.8	Airport Rd	US41	Radio Rd	29	1	2	22.2	1.7	20.9
16	5	0.3	US 41 - Tamiami Trail	Sunrise Blvd	Royal Cove Dr	4	0	1	23.1	3.8	19.2

This current Immokalee Transportation Network Plan is addressing this high crash danger caused by the intensive mixing of vehicular and pedestrian traffic on the SR 29 corridor through downtown by suggesting a “lane repurposing” to apply context-sensitive, complete streets treatments and countermeasures to calm traffic and reduce conflict points. Examples of these safe streets measures are promoted by the National Association of City Transportation Officials (NACTO), and FHWA’s Safe Transportation for Every Pedestrian (STEP) and Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) programs.

https://nacto.org/
https://www.fdot.gov/safety/safetyengineering/countermeasures
http://www.pedbikesafe.org/PEDSAFE/

4.7. Collier MPO and CAT Park-and-Ride Study (November 2020)

The Collier MPO completed a park-and-ride study for CAT, published in November 2020. The study reviewed potential sites for park-and-ride facilities throughout the county. In previous studies, park-and-ride facilities were recommended 200 feet south of the governmental facilities location on Immokalee Road, and at the Immokalee Health Center. In the 2020 study, the Health Center location was recommended over the government facilities site since the Health Center site has TIGER grant funding for a CAT transfer station. This current Immokalee TNP will recommend sidewalk improvements at the Health Center location where the onsite sidewalk system does not fully connect to the existing bus stop at the front entrance to the building.

CAT has also coordinated with LeeTran to investigate connections with a proposed LeeTran park-and-ride facility in Lehigh.

4.8. Collier MPO Local Road Safety Plan (LRSP) (May 2021)

The Collier MPO LSRP was adopted by the MPO Board on May 14, 2021. A summary of the findings follows.

Key Conclusions and Recommendations

Based on the data analysis conducted as part of the Collier MPO LRSP, four key emphasis areas were identified for further analysis and identification of high-crash corridors. The following crash types were identified as having a high severity ratio (constituting a greater percentage of severe crashes than all crashes) and accounting for a high overall number of severe crashes (more than 5% of total severe crashes):

- *Bicycle*
- *Pedestrian*
- Left-turn
- Angle
- Hit fixed object

Additionally, rear-end, single-vehicle, head-on, and run-off-road crash types either account for a high frequency of severe crashes or have a high severity ratio. Based on similar characteristics and countermeasure profiles, these crash types can be combined to form the following Emphasis Areas:

- *Non-Motorized (Bicycle and Pedestrian Crashes)*
- Intersection (Left-Turn and Angle Crashes)
- Lane Departure (Hit Fixed Object, Single Vehicle, Head-On, and Run-Off-Road Crashes)
- Same Direction (Rear-End and Sideswipe Crashes)

The LRSP developed an Emphasis Area 1: Non-Motorized Crashes, and described the severity of the outcomes:

Non-motorized crashes (crashes in which a pedestrian or bicyclist are involved) are a statewide Emphasis Area and an important component of traffic safety challenges in Collier County. These crashes account for only 2% of all reported crashes in Collier County but constitute 15% of the county's severe injury crashes and 24% of the county's crash fatalities.

Table 2-6 shows a list of major roadway corridors with the most non-motorized crashes, and Figure 2-8 is a "heat map" of non-motorized user crashes (not shown here). Consistent with prior Collier MPO bicycle/pedestrian safety analyses, key focus areas include the area defined by US-41 (Tamiami Trail), Airport Road, Davis Boulevard and SR-29 through Immokalee. Other critical corridors are listed in Table 2-7 and highlighted in Figure 2-9 with three locations noted in Immokalee, Lake Trafford Road—Carson Road to SR-29; Immokalee Road—Stockade Road to SR-29, and SR-29—Immokalee Drive to CR-29A North. These locations are where special treatments will be recommended.

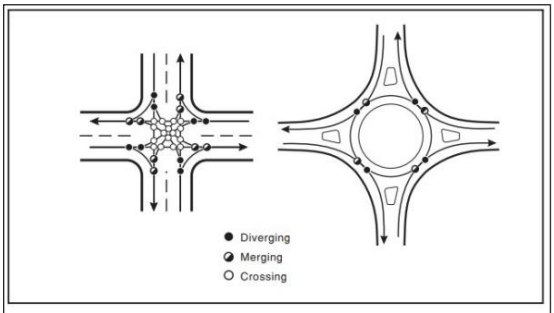
Table 2-6: Non-Motorized High Crash Corridors 2014-2018

On Street	From Street	To Street	Crashes	Fatal Crashes	Incap. Injury Crashes
Airport Rd	US-41 (Tamiami Trail)	Davis Blvd	31	2	3
Tamiami Trail E	Davis Blvd	Airport Rd	24	2	2
Tamiami Trail N	Vanderbilt Beach Rd	Immokalee Rd	22	1	0
SR 29	1st St	9th St	21	1	4
Bayshore Dr	Thomasson Dr	US-41 (Tamiami Trail)	20	0	3
Radio Rd	Livingston Rd	Santa Barbara Blvd	20	0	2
SR 29	9th St	Immokalee Dr	19	0	5
Tamiami Trail E	Airport Rd	Rattlesnake Hammock Rd	19	0	2
Collier Blvd	Vanderbilt Beach Rd	Immokalee Rd	16	0	1
Lake Trafford Rd	Carson Rd	SR-29	16	1	3
Immokalee Rd	Stockade Rd	SR-29	15	0	2
Davis Blvd	Lakewood Blvd	County Barn Rd	14	0	2
SR-29	Immokalee Dr	CR-29A North	14	1	2
Airport Rd	Davis Blvd	North Rd	13	0	2
Airport Rd	Radio Rd	Golden Gate Pkwy	13	0	1

An additional area of analysis in the Collier LRSP is to consider Alternative Intersection design using the FHWA "Intersection Control Evaluation" (ICE) process. ICE is a data-driven process to objectively identify optimal geometric and control solutions for roadway intersections. Factors considered in the ICE process include capacity/operational analysis, safety, and feasibility/cost. ICE is required for new intersections and substantial changes to existing intersections on FDOT roadways. The MPO's member agencies apply the ICE process used by FDOT to County and City-maintained roadways as well."

The LRSP includes a section on roundabouts that explains the advantages. Since one safety and traffic calming feature recommended in the Immokalee TNP is to utilize roundabouts at particularly angular intersections, or for traffic calming instead of four-way stops, the LRSP description is important to include here:

FHWA's informational guide on roundabouts (FHWA-DR-00-067) explains that: roundabouts are circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelized approaches, and appropriate geometric curvature to ensure that travel speeds on the circulatory roadway are typically less than 30 mph." Modern roundabouts may connect three or more roadway approaches and may have one or more circulating lanes. The key safety benefit of roundabouts is that they eliminate high-energy "crossing" conflicts and have fewer overall conflicts than conventional intersections. Figure 3-25, from FHWA-DR-00-067, shows and explains the



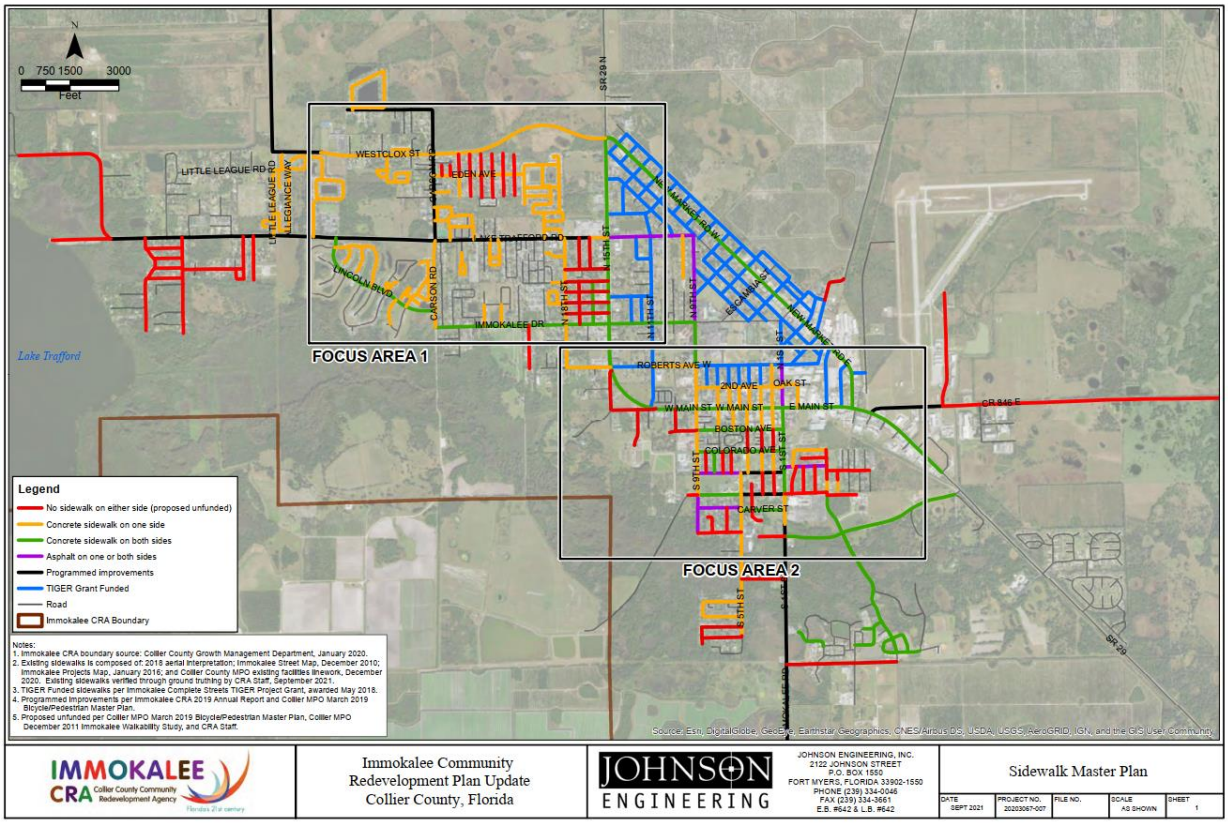
Conflicts can be divided into three basic categories, in which the degree of severity varies, as follows:

- *Queuing conflicts.* These conflicts are caused by a vehicle running into the back of a vehicle queue on an approach. These types of conflicts can occur at the back of a through-movement queue or where left-turning vehicles are queued waiting for gaps. These conflicts are typically the least severe of all conflicts because the collisions involve the most protected parts of the vehicle and the relative speed difference between vehicles is less than in other conflicts.
- *Merge and diverge conflicts.* These conflicts are caused by the joining or separating of two traffic streams. The most common types of crashes due to merge conflicts are sideswipes and rear-end crashes. Merge conflicts can be more severe than diverge conflicts due to the more likely possibility of collisions to the side of the vehicle, which is typically less protected than the front and rear of the vehicle.
- *Crossing conflicts.* These conflicts are caused by the intersection of two traffic streams. These are the most severe of all conflicts and the most likely to involve injuries or fatalities. Typical crash types are right-angle crashes and head-on crashes.

Figure 3-2: Roundabout Safety Benefits

difference in conflict points between roundabouts and conventional intersections. Attention is directed to the fact that whereas traffic signals assign right-of-way to crossing conflicts, these conflicts are not eliminated by signals in cases of red-light-running and permissive left-turn movements. Merge conflicts also exist in the context of right-turn-on-red movements. Properly designed roundabouts also are generally easier/safer to navigate for pedestrians and bicyclists, and pedestrian crossings at multi-lane roundabouts can be supplemented with various mid-block crossing devices (see discussion on pedestrian mid-block crossing elsewhere in this section). Because of these motorized and non-motorized user safety benefits, roundabouts have been found to reduce crashes overall by about 37% and reduce injury crashes by 51%.

The principal constraint of roundabouts is that they often require a greater right-of-way footprint than conventional intersections of equivalent capacity. This is especially challenging in retrofit scenarios along commercial corridors where right-of-way costs may make roundabout retrofits cost-prohibitive. Because the safety benefits of roundabouts diminish as more circulating lanes are added, most roundabouts are limited to two circulating lanes. Accordingly, they are most commonly used at the intersections of either two 2-lane roadways or a 4-lane roadway and a 2-lane roadway.



4.9. Immokalee Sidewalk Master Plan (May 2021)

A Sidewalk Master Plan was completed for portions of Immokalee in September 2021, which was adopted in May 2021. The master plan mapping provides an inventory of existing sidewalks, by sidewalk types, and locations on one-side of the street or both sides. The current Immokalee

Transportation Network Plan began with the data provided by the TIGER mapping, and Sidewalk Master Plan inventory, and proposes completing gaps in the network to provide full pedestrian network interconnectivity for the community. The current network plan also proposes completing the street network, with sidewalks, where linkage gaps exist in the transportation network.

4.10. Collier County Area Transit Comprehensive Operations Analysis (July 2021)

Completed in July 2021, the Collier County Area Transit Comprehensive Operations Analysis (COA) Final Report evaluated the operational efficiency of the transit system and its components. Recommendations in the COA regarding routes, service, and stops in Immokalee include the following shown in COA Table 9: Service Alternatives—Realignment.

The COA also makes recommendations regarding locating important CAT facilities within Immokalee for efficiency purposes stating:

Satellite Operations Facility

Every day CAT operates vehicles to Immokalee from its administrative and operations headquarters located on Radio Road. The one-way distance between the Health Department transfer location in Immokalee and the Radio Road facility is approximately 35 miles.

Five (5) fixed bus routes operate either within or to Immokalee. Over the last year, two (2) additional buses, not shown on the published schedule, have been added to supplement early AM demand for service between Immokalee and Government Center. This brings the total number of vehicles to seven (7) which amounts to 33 percent of the daily peak vehicle requirement. Revenue service hours amounted to approximately 25 percent of total revenue service hours for the entire fixed-route network in FY 2019. In terms of productivity, the AM express bus services connecting Immokalee to Marco Island and Government Center are some of the most productive services in the CAT system. The demand for public transportation demonstrates that Immokalee has effectively become workforce housing for the communities to the west and the demand for transportation to connect to those jobs continues to grow. Immokalee is situated just beyond a growing eastward expansion of the County, positioning the community in a location that is too close for limited transit operations, but also too far to serve efficiently.

The COA recommends completing a cost/benefit assessment to determine the return on investment of a satellite operations facility located in Immokalee. Some of those benefits include reductions in vehicle maintenance and fueling costs and retainment and retention of operations staff, many of which travel from Lee County to report to Radio Road. For customers, a significant benefit is afforded to those unable to use the mobile ticket application as they could now be able to purchase bus passes in Immokalee without having to travel to Radio Road or Government Center.

4.11. SR 29 Loop Road from CR 846 to SR 29 North Terminus (December 2022)

The proposed SR 29 loop road east of Immokalee will provide important traffic congestion advantages to the community that can translate into bicycle, pedestrian, and transit accessibility benefits.

Removing trucks from community and neighborhood streets and reducing pass-through traffic will result in reductions in traffic conflicts along SR 29-Main Street.

A Project Development and Environmental (PD&E) environmental assessment has been completed by the Florida Department of Transportation (FDOT) for the SR 29 loop road from CR 846 to the SR 29 north terminus north of New Market Road. The study's Central Alternative #2 has been selected to go forward to further planning, right-of-way acquisition, and design. The concept design was provided by FDOT and added to the GIS base map for the current Transportation Network Plan to show proposed interconnections to the existing community network within the TIGER system streets. In addition to the south and north termini at SR 29, five roadways are proposed to interconnect with the loop road route: Airport Access Road; Alachua Street; Flagler Street; Lee Street; and Heritage Boulevard (FSU campus).

Figure 1.7
SR 29 Bypass Typical Section from CR 846 to Gopher Ridge Road

From Gopher Ridge Road to SR 29 Bypass Junction

A 4-lane divided typical section (two (2) 12-foot travel lanes in each direction and a 30-foc median) is proposed. There is an open drainage system, and the design speed is 50 mph.

The ROW width needed for this typical section is 200 feet. **Figure 1.8** depicts this typica section.

Figure 1.8
SR 29 Bypass Typical Section from Gopher Ridge Road to SR 29

The intent of the bypass is to remove much of the truck traffic from SR 29 through Immokalee on Main Street and New Market Road West where the western portion of that street is primarily residential. The loop road interconnections on Airport Access Road and Alachua Street will provide direct access from the loop road to the intensive industrial, grower, packing, and shipping district along New Market Road.

The SR 29 Loop road typical section is proposed to be a four-lane divided roadway with sidewalks and bike lanes. The five connecting streets will have directional median openings and the corridor will also include U-turn median openings.

The EA report states the following regarding Central Alternative #2 route and typical section alternatives:

Central Alternative #2 has been selected as the Recommended Alternative. It follows the existing alignment of SR 29 from the start of the project at Oil Well Road to the north of Seminole Crossing Trail. From this point, the loop road portion of the Central Alternative #2 travels north from SR 29 on a new alignment along the west side of the Immokalee Regional Airport to avoid the commercial/industrial areas of Immokalee and the State Farmers Market to the west. The loop road portion of Central Alternative #2 then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. It then travels along the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29 north of Westclox Street/New Market Road W. Finally, Central Alternative #2 travels from north of Westclox Street/New Market Road W to the project terminus near SR 82. A partial two-lane roundabout is proposed at SR 29 and Westclox Street/New Market Road W. The SR 29 Loop road typical section is proposed to be a four-lane divided roadway with sidewalks and/or shared-use paths. The five connecting streets will have directional median openings and the corridor will also include u-turn median openings.

The FDOT anticipates the PD&E to be approved by December 30, 2022.

5. Public Meetings and Outreach

5.1. Project Kick-off Meeting

The project kick-off meeting was held on May 6, 2022, at 10 am via Teams. The agenda is included in the appendix. The major topics for discussion were as follows:

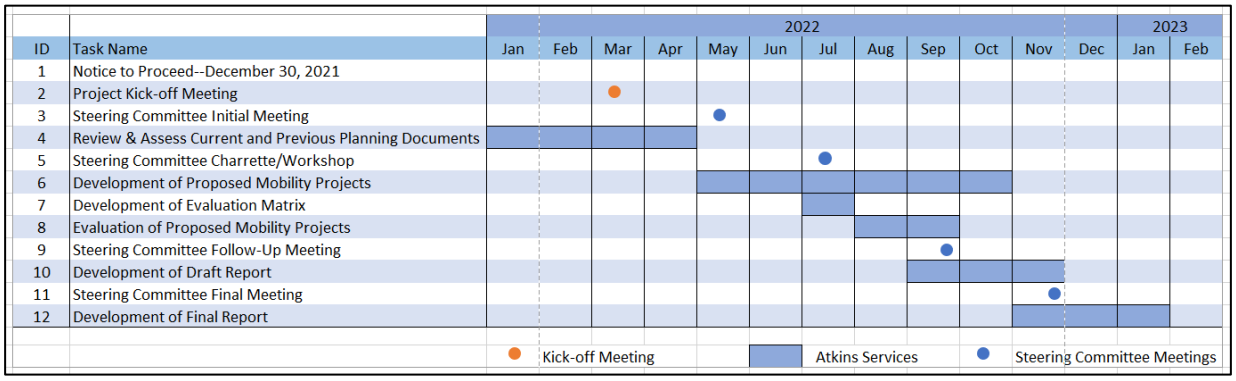
- Introductions of the Collier County team, the consultant team, and the Stakeholders
- Discussion of the project Goals and Objectives
- Review of the project schedule
- Review of the preliminary list of previous studies to be reviewed
- Review of data and issues that will influence the development of the plan
- Approach to public input and outreach

5.2. Kickoff Meeting Summary

The Atkins team led the meeting after introductions and a project overview provided by Collier County staff. Using a PowerPoint presentation (included in the appendix), the Atkins team provided an overview of the items listed above and facilitated a discussion of the same.

The discussion of the goals and objectives centered around compiling previous mobility studies into one report or project listing which would enable people to easily identify projects in the Immokalee area. This study will also develop projects needed to complete and expand the transportation (roadways and sidewalks) network to better sever the residents of Immokalee.

Atkins reviewed the project schedule which included milestone meetings and deliverables.



Atkins reviewed the list of studies and reports that will be reviewed as part of this effort. They include the following:

- Collier Area Transit Ten-Year Transit Development Plan 2021-2030
- Collier Area Transit Bus Stop ADA Assessment Final Report
- Collier Area Transit Comprehensive Operational Analysis

- Collier MPO Bicycle/Pedestrian Master Plan
- Immokalee Walkable Community Study
- Collier MPO Pedestrian and Bicycle Safety Study
- Collier MPO Local Roads Safety Plan 2021
- Collier County Opportunity Zone Program
- Immokalee Complete Street TIGER Grant
- CRA Community Redevelopment Plan Proposed Amendment February 2022
- Collier County LDC: Appendix B—Typical Street Sections and Right-of-Way Design Standards
- Collier County LDC—Zoning Districts
- Collier County Planning and Zoning Maps Library
- Collier County Transportation Planning Development Guidebook
- Collier County Airport Authority Newsletter
- Immokalee Complete Streets
- Immokalee Master Plan; RMPK, 2005

The stakeholders were asked to review this list and provide any other reports or data they felt would add value to this effort.

Atkins also reviewed the demographics of the Immokalee area and discussed the lack of auto availability throughout the community. This is as high as 50% of households without access to an automobile. The lack of personal vehicles forces reliance on the bicycle, pedestrian, and transit facilities.

Atkins briefly discussed the different types of facility designs that could be considered as part of this effort.

A summary of the bicycle and pedestrian crashes since 2010 was presented to the group. The majority of these crashes occurred on SR 29 in the vicinity of the commercial business district.

A summary of the initial findings is presented below:

- Bicycle crash hot spots tend to be at intersections
- Pedestrian crashes are at both intersections and mid-block
- A large cluster of crashes of both types have been in the Central Business District
- Bicycle rider deaths per 100,000 are higher (0.62) than for the state (0.57)

Notable among the discussion comments was information provided by Omar Deleon, Collier County Transit Manager, regarding the local transit routes to and from Immokalee including direct express routes to/from Naples and Marco Island to provide employment access. Discussion of transit routes also noted the counter-circulating Routes 22 and 23 with substantially the same stops opposite each other. Later discussions determined that a Transit Development Plan has been completed and a Comprehensive Operations Plan is underway. Also noted was the need for efficient planning to keep routes on time.

Nelson Galeano, MsM, P.E, PTP, PTOE, Transportation Planning Manager, also provided extensive comments regarding expectations for the TNP, including five particular points summarized here: 1. What are the important activity centers in the community and where are they? 2. How intensely used are these activity centers? 3. Are the activity centers interconnected? 4. Can we support the interaction of these facilities through the plan, meaning social interaction on a human scale, and not by driving? And 5. Can we determine safety conditions based on the crash data? Mr. Galeano also noted he understands that a decision matrix will be used and that equity will be an important criterion.

5.3. Additional comments received are summarized below:

CREATE IMMOKALEE AS A DESTINATION

- Can't continue to be auto-centric
- Develop a plan to recognize the human form
- Use technical standards for urban form, perhaps referring to NACTO
- Focus on activities and activity centers and locations
- Are activities interconnected?
- Create social interaction through bike/ped, not by driving
- Determine the multimodal potential of the airport

SAFETY CONSIDERATIONS

- Crash data to drive solutions to remove unsafe locations
- The safety evaluation matrix should not focus on speed and volume
- Can the proposed loop road bypass be a solution? (or a problem?)
- Follow up on Loop Road PD&E

TRANSIT DATA

- Determine all linkages between CAT and LeeTran and the advantages
- Add information on Route 19 and Route 27
- Reconsider transit stops and efficiency based on current COA modifications

OTHER ISSUES

- The four E's: Add equity, evaluation, and ease of use

5.4. Immokalee CRA Advisory Board Meeting

Atkins staff attended the Immokalee CRA Advisory Board Meeting, virtually, on Wednesday, May 18, 2022. Much of the discussion related to an extended presentation by Collier County Schools representatives and was the first presentation by the district's representatives in quite some time. The information was well-received by the Board members. Christie Betancourt responded to Atkins' request to receive a copy of the school district's PowerPoint presentation and forwarded a copy to the team. Notable presentation items included an update on the new Immokalee High School Innovation Center nearing completion. It will open for the 2022-23 school year and will include five academies, aviation, finance and entrepreneurship, information technology, engineering, and biomedical. Also discussed was the overcrowding at Immokalee High School (109% of capacity) and the community's concern about a potential new high school in Ave Maria which is located approximately five miles south of Immokalee.

5.5. Atkins Team Field Review

The Atkins team was in Immokalee from Wednesday, May 24, 2022, through Friday, May 27, 2022, for a field review of the street and sidewalk network and needs, and meetings with the CRA staff, project advocates, and local agencies. David Haight, Wiley Page, and David Dowling with Atkins met with Christie Betancourt (5/26) for a discussion of community needs and project priorities, and on future

schedules, and with Debrah Forester and Yvonne Blair that day (5/26) for the same purposes. The meetings gave the Atkins team additional comments and provided contacts in the community. The team was advised to contact Johnson Engineering Inc., to obtain digital files for the Sidewalk Master Plan (adopted by BCC on May 10, 2022) to use as a base of information regarding a current sidewalk inventory by type.

5.6. Meetings with the CRA Staff

Atkins staff met with Debrah Forester, CRA Director, on May 26, 2022, to discuss the CRA's initiatives for complete streets, walkability, community needs, and the TIGER grant program. She noted that the TIGER open house gave the community a first look at what is approved and programmed. She noted that QE is the contractor and Q Grady Minor is the design consultant. Capital Consulting Solutions completed the concepts and design-build design criteria package. Improvements are to include new sidewalks, lighting, and a transit transfer station. The MSTU is renting the streetlights and paying for the electricity under a 10-year service agreement. She noted that the Atkins TNP study would fill in any gaps in the system not included in the TIGER grant system. Ms. Forester also emphasized that the CRA favors the proposed loop road as discussed previously for SR29.

Atkins staff also met with Christie Betancourt, Immokalee CRA Operations Manager, on the afternoon of May 26, 2022, to discuss details regarding the needs in the community, recent and current plans and programs and recommendations regarding other individuals in the community to interview. She noted the Atkins team should obtain the recently approved Johnson Engineering digital files for the Sidewalk Master Plan. David Dowling, with Atkins, volunteered to contact JEI to get the files. She noted that included in the master plan was a proposed extension of Little League Road that would tie into Lamm Road and be further extended to SR 82.

5.7. Meetings with Community Representatives

Throughout this process, Atkins' team members met with community representatives to get their input on mobility issues faced by residents they represent and groups they work with. Below is the summary of those meetings.

5.7.1. Meeting with Dawn Montecalvo, President at Guadalupe Center, Inc.

Atkins staff met with Dawn Montecalvo on Friday, May 27, 2022, to discuss the operation of the Guadalupe Center facilities, the programs they provide, and transportation to and from their facilities. The Guadalupe Center is a philanthropy-supported educational facility (upwards of 75% of their funding) seeking to "break the cycle of poverty through education" serving over 1,500 students. Their programs include early learning for children ages six-weeks to five-years old, and a high school college prep program (100% of the program students graduate from high school, 100% attend college, and 95% graduate). Their donor base is in Naples, and they are currently seeking $100,000 in funding to be used generally for transportation needs. Notable is that all students attending their facilities are transported by parents or guardians. Guadalupe Center has a new school opening on Westclox Street across from Eden Park Elementary School. While visiting the in-town facility on 5th Street, transportation access and student delivery issues were noted. At the new Westclox Street school site

observations were made that may be recommended in the TNP that would better connect the new school to and from Eden Park Elementary School, if access and filtration is required or desired.

5.7.2. Meeting with Jamie Weisinger, Lipman Family Farms

Atkins staff met with Jaime Weisinger, via TEAMS on June 1, 2022, to discuss the operations of the Lipman growers, packers, and shippers associated with their farms and businesses. Lipman Family Farms are strong supporters of the community and have provided backpacks and school supplies to 10,000 students in an annual backpack giveaway over eight years, have provided scholarships to Immokalee High School students, and have given a $300,000 gift to the Redlands Christian Migrant Association (RCMA) Immokalee Community Schools. Lipman also provides healthy food to families through their Brighter Bites mission. Lipman Family Farms was also recognized locally as the "Outstanding Philanthropic Organization of 2019". Mr. Lipman was appointed in 2017 by Governor Rick Scott for a four-year term on the Board of the District 7 South Florida Water Management District.

Mr. Weisinger described their facilities including truck access to six (6) packing houses on site with the major site along Roberts Ave. Lipman also has two sites along Main St and one along New Market Road. Vehicular traffic at the sites involves field trucks and loaded semi-trucks that leave the sites. He noted that the Nixon Drive and New Market Road intersections are not an issue for truck access, however, he did advise that turning left from New Market Road to Main Street is difficult at times.

Mr. Weisinger noted that most field workers live at site locations. He said packing house workers live in Immokalee and travel by vehicle or bike. There is a need to help to increase personal mobility in Immokalee and he said residents travel to LaBelle or Fort Myers for destinations such as Walmart. The workers use limited CAT services and private taxis.

5.7.3. Meeting with Redlands Christian Migrant Association (RCMA)

Atkins staff visited with Gloria Moorman in an on-the-street interview in front of the RCMA street-front offices at 402 W. Main Street, before morning opening hours. Ms. Moorman gave a full description of their K-7 charter school located on 4th Street within the same block (RCMA Immokalee Community School), the proposed expansion of that school, and their issues with student transportation.

The RCMA facility is one of the two locations on Main Street that is accessed by a mid-block signalized pedestrian crosswalk. Observations in the field indicate strong compliance in use by both pedestrians and drivers. https://www.google.com/maps/@26.4185485,-81.4214078,3a,75y,102.41h,91.92t/data=!3m6!1e1!3m4!1sx2I4W20FqybmnI2sDbTdjQ!2e0!7i16384!8i8192

RCMA describes the organization: "The Redlands Christian Migrant Association is a 501©(3) non-profit organization, non-sectarian voluntary organization, which focuses on the well-being and care of impoverished immigrant children throughout the state of Florida. RCMA provides high-quality childcare and early education for children of migrant farmworkers and other rural, low-income families. Programs include Head Start, Migrant Head Start, and before and after-school activities in 21 Florida Counties. In addition, we involved parents by encouraging their civic participation, through voting and working for the organization through their committees and associations."

5.7.4. Meeting with the Immokalee Fire Control District

On July 8, 2022, Atkins meet with Thomas Cunningham, Deputy Fire Chief and Josh Bauer, Battalion Chief to review the preliminary recommendations in the Transportation Network Plan and to get their

input on needed improvements in the Immokalee area. The recommendations of interest to the fire district included the proposed roundabouts along Jefferson and Madison to eliminate existing sharp turns and odd angles at the intersections, and the proposed intersection improvement (roundabout) at the intersection of Westclox Street and New Market Road. These were generally found to be acceptable as long as the design will accommodate fire trucks.

Additional comments include the following:

- Group acknowledged the need for additional midblock crossings along SR29 and First St.
- Fire Dept very supportive of the potential Little League extension to cut response times (9 minutes)
- Little League and the new bypass are game-changers for the fire dept.
- Eden has no turnaround; need to extend to Apple or at least to Sanders Pine Apts. Street access around the scrub jay habitat is limited which impacts adequate structure protection.
- Some private roads become public roads; some areas of private roads are in severe drivable condition particularly during heavy rains, increasing response time.
- There are poor-condition roads including in the area of Little League to Trafford Farms, Virno, Myers, & Christian Terrace, increasing response time.
- There is a need for a second access point along Westclox Street where the new school is planned.
- Habitat for Humanity (large, planned area of 350 homes) has one way in and out.

5.7.5. MSTU Advisory Board Meeting

Atkins staff attended the Immokalee MSTU Advisory Board Meeting on Wednesday, May 25, 2022. During the meeting a quorum was not present, however, the chair asked Mr. Haight to briefly present the purposes of the study and the proposed schedule of future meetings. Several of the members present commented on how much they anticipated the findings of the study and Plan.

5.7.6. CRA TIGER Grant Update Open House

The Akins team also attended the TIGER Grant Open House on the evening of May 25, 2022, to listen to a presentation on program initiatives and alternatives. The team also met with several interested advocates that provided input into the Transportation Network Plan.

5.8. Second Stakeholders Workshop

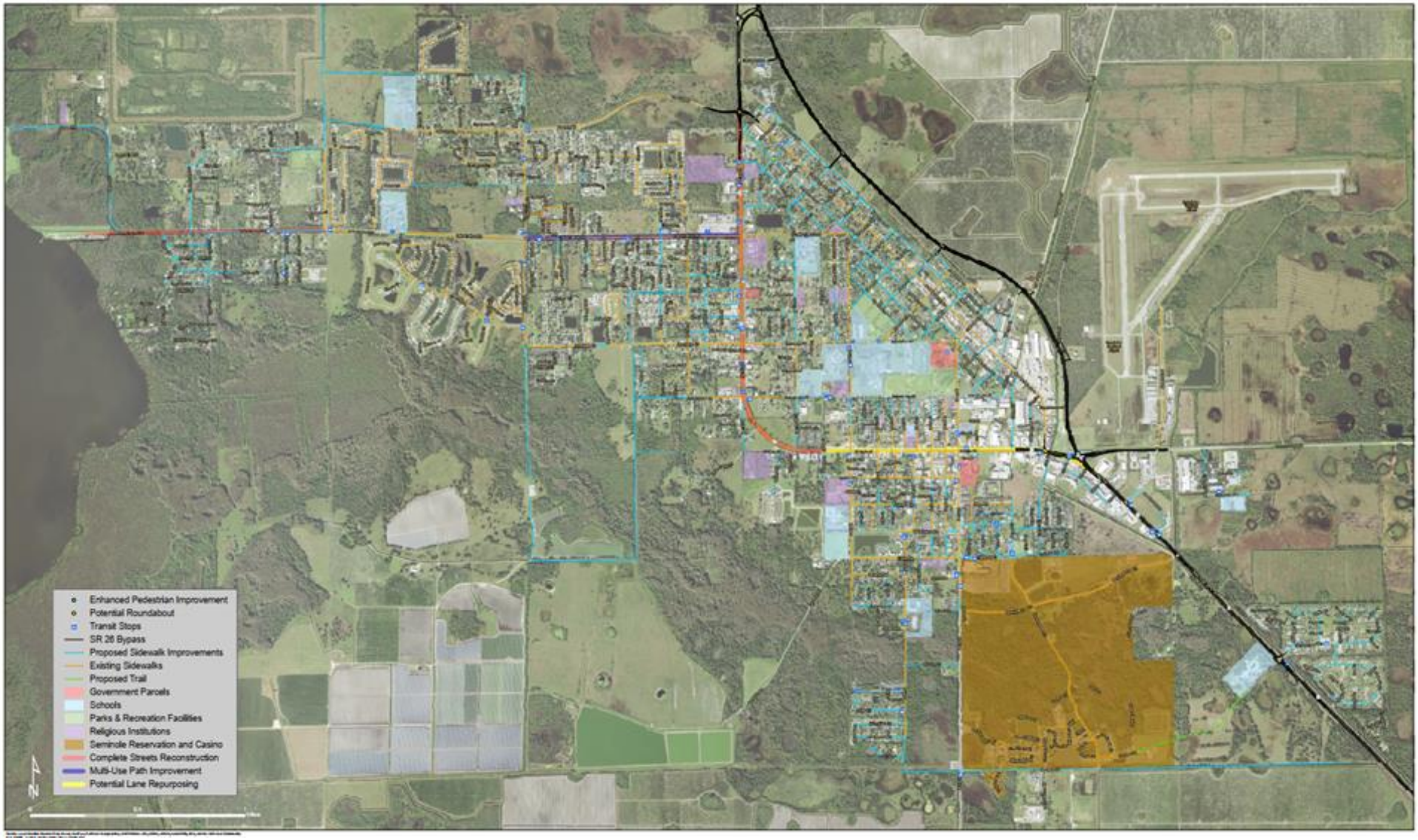
On July 11, 2022, a workshop was held with the project stakeholders (sign-in sheet included in the appendix) to review the initial recommendations to expand the roadway and sidewalk networks. At the workshop, the participants reviewed large-scale plots and provided comments on the projects shown and the ones that should be added. These recommendations sought to fill the gaps in the sidewalk network, expand the sidewalk network to allow for safer access to points of interest and replace substandard sidewalk sections.

The roadway expansion recommendations identified roadway improvements that would connect and/or expand the existing roadway system. This also includes numerous intersection and operational improvements as well as the identification of potential roadway or lane repurposing projects.

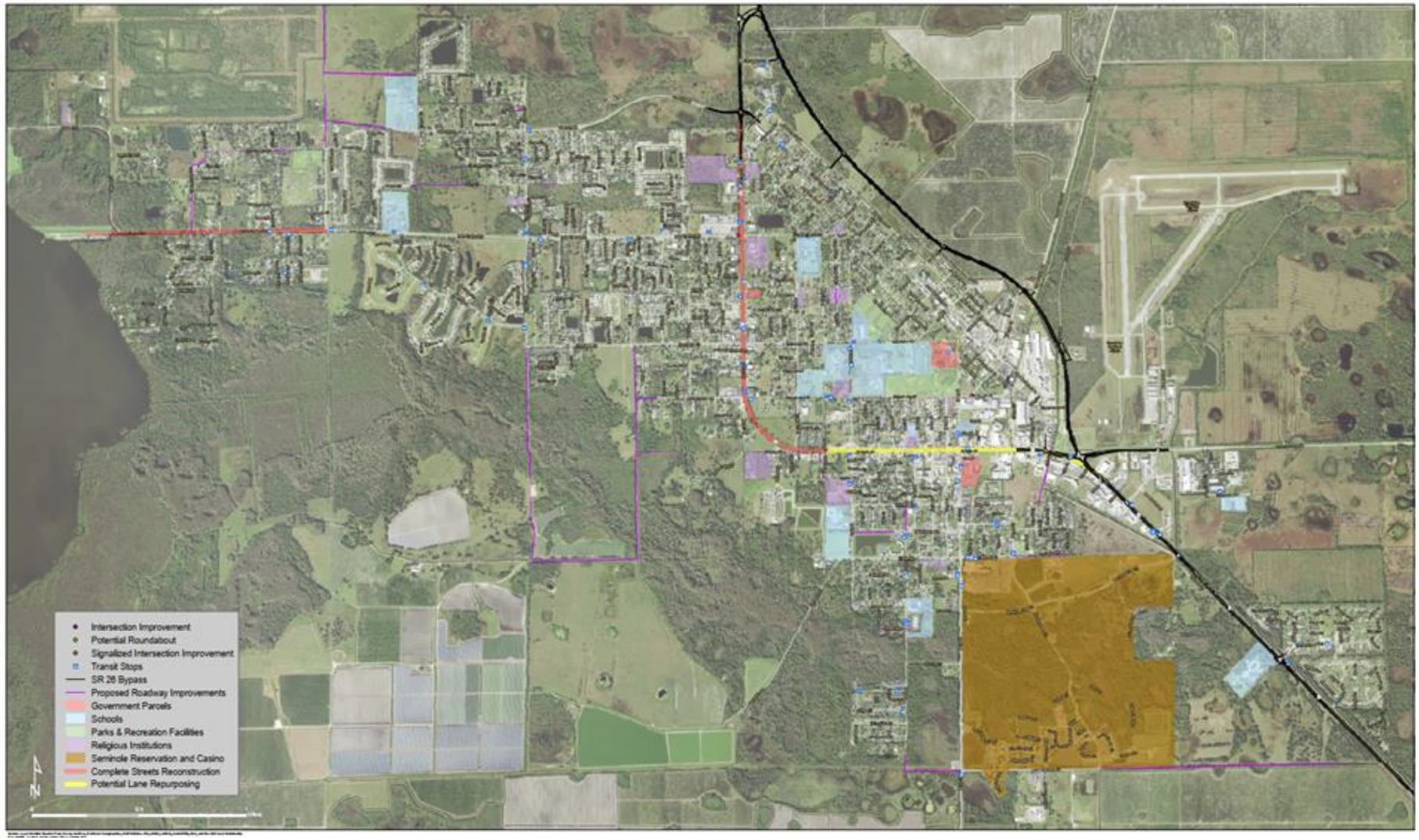
Below is a summary of comments made by participants:

- A suggestion was made to add health and safety as a ranking for the next phase of the study.
- Add a map insert for the Habitat for Humanity area.
- The complete street area shown on the map is to be determined (some options include re-purpose lanes for buffer bike lanes or wide shared-use paths along both sides of the roadway.
- A suggestion was made to distinguish the TIGER Grant improvements on the map.
- No new improvements are permitted for the TIGER Grant project.
- A top goal of the study is a plan that shows everything to aid the County and CRA in segregating individual projects and to help reduce throw away of recent improvements.
- New Market from Second to 9th bulb-outs will be removed where recommended.
- Roundabouts shown are potential locations; need to rank the locations to establish one as a pilot project.
- Examine changing access points to the bypass that would link to a better grid street.
- Loop sidewalks around the pond and provide removable locked-down bollards for fire access (south area).
- Crosswalks are needed along Colorado for school traffic.
- A suggestion was made to have a CAT bus stop at the Lake entrance.
- Private Roads – only some have limited maintenance.
- A question was raised on ownership between the school and the reservation land.
- FDOT has a 3R programmed soon along Main Street (Handcock to Lake Trafford).
- School bus stop locations TBD in August before the start of school; maybe opportunities to improve access at and to the stops.
- Examine improving large bike station locations
- MSTU and CRA to hold a joint meeting in the fall.

The draft network maps shown below were presented at the Stakeholder Advisory Group workshop for discussion and revision as needed after the workshop.



Draft Pedestrian Facilities Network



Draft Network Roadway Connections and Alternatives

As not all of the Stakeholders could attend the workshop, the maps were published online and made available for all the Stakeholders to review and provide comments.

6. Existing Conditions and Gap Analysis

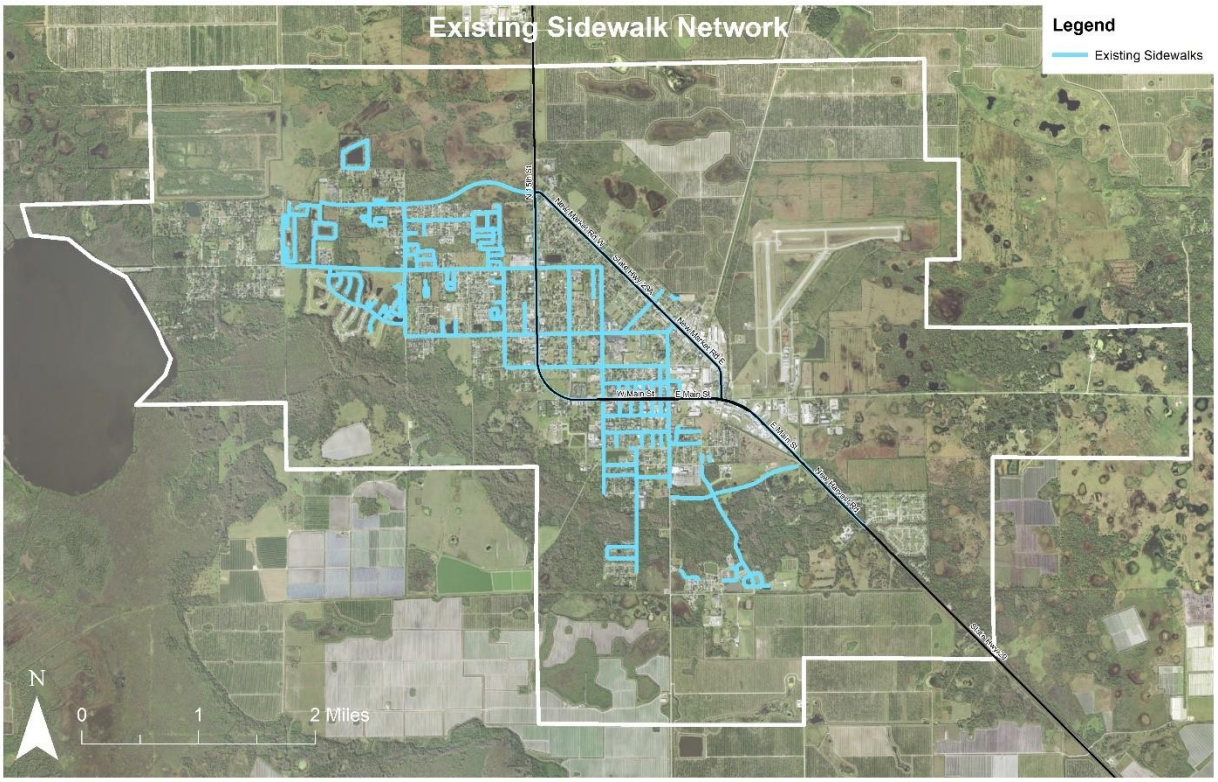
The Immokalee area is served by one state road (SR 29), a north/south roadway providing a connection to I-75. Within the study area, SR 29 is a four-lane divided facility. Other roadways within the study are local county roads. Without exception, they are two-lane undivided facilities. Many have sidewalks on one or both sides, none have paved shoulders or bicycle lanes.

The Immokalee area has a robust grid system of roadways. There are effectively two grid systems in Immokalee: The New Market area grid and the Immokalee Street grid. The existence of the grid has several benefits; it allows for the streets to be smaller and still accommodate all modes of travel, allows for multiple routes to reach one's destination, and fosters walkable neighborhoods even without sidewalks. Immokalee is historically an agricultural town with a need to support freight traffic. Challenges have occurred where large trucks and pedestrian traffic is heavy, and using the same corridors, particularly along Main Street (SR 29). Immokalee has a fairly, well-connected roadway network, however, there are some local street interconnections needed to better enhance transit service and pedestrian and bicycle access.

An analysis of the existing roadway and bicycle/pedestrian network was completed to identify gaps in the existing network as well as opportunities for new interconnections of roadways, sidewalks, and trails. During the study, the Atkins team identified the network of existing roads and sidewalks, and the types and locations of sidewalks (one side, both sides, and types of materials).

6.1. Sidewalks

A majority of sidewalks within the Immokalee area are existing along major roadways. However, sidewalks within residential areas can be scattered and do not provide connectivity for pedestrians. See the Figure below for the existing extent of the sidewalk network.



6.2. Bicycle Facilities

Bicycle facilities are only found along State Road 29 (west of 9th Street and east of County Road 846) in the Immokalee area. The portion of State Road 29 from 9th Street to Country Road 846 does not have a designated bicycle facility. Instead, bicyclists must use the existing travel lanes for motorists. While bicycles are a primary mode of transportation for many residents, they can safely operate on the local roadway network without separate facilities due to the low volumes and low speeds found on the majority of the local roadway network. The study team received numerous comments that except for SR 29, bicycle lanes would not be used and should not be included in the local roadways.

6.3. Transit Systems and Operation

The Immokalee area is served by Collier Area Transit (CAT). Currently, five (5) routes provide service in the Immokalee area: Routes 19, 22, 23, 28, and 121.

- Route 19 provides Immokalee with the main connection to Naples, Florida.
- Routes 22 and 23 are circulator routes with stops providing coverage to the majority of the Immokalee area.
- Route 28 provides a connection from the Collier County Government Center located in Naples, Florida to the Immokalee Health Department.
- Route 121 is an express route that provides a connection to Marco Island that leaves

6.4. On-Street Parking Lanes

On-street parking is found along State Road (SR) 29 in the central business district. While there are instances of unofficial parking lanes in portions of the study area, SR 29 is the only roadway with official parallel parking spaces. Immokalee at 5:40 am and returns at 4:58 pm.

6.5. Gap Analysis and Project Identification

An initial gap analysis was conducted to identify deficiencies within the existing system and to provide potential connections to mitigate these deficiencies. As such, an initial evaluation by the project team of the current network system was performed and a list of projects was identified. This list of initial projects was presented to the Stakeholders at their July 11th meeting. Some feedback was provided at that time, but several members took hard copies with them and indicated they would provide comments at a later time. Additionally, several members were unable to attend, and information was sent to them with a request to provide feedback to the team.

Once those comments are received, they along with the feedback from the meeting were used to finalize the list of proposed projects. After this vetting process, projects were moved forward into the evaluation criteria process and scored based on the methodology listed in the next section. The analysis provides a process to score potential network connections and prioritize them accordingly.

7. Project Evaluation

Evaluation criteria were drafted for both sidewalk and roadway projects. This section presents the draft criteria that as of the time this report was developed, were still under review and are subject to change as comments are received.

7.1. Sidewalk Evaluation Criteria

The evaluation criteria for unfunded proposed sidewalks included six (6) categories as shown below:

- Connectivity to the existing network
- Proximity to a major activity center
- Proximity to a shopping/retail center
- Proximity to a bicycle/pedestrian crash that occurred within the last five years
- Proximity to a school
- Proximity to a transit stop

Connectivity to the existing network was ranked in the following manner. If the proposed sidewalk connects to a current gap in the network (connects to the existing sidewalk on both ends), the proposed sidewalk receives a score of three (3). If the proposed sidewalk extends the existing network (connects to the existing sidewalk on one end) the proposed sidewalk receives a score of two (2).

All other categories listed above (proximity to a major activity center, proximity to a shopping/retail center, proximity to a bicycle/pedestrian crash that occurred within the last five years, proximity to a school, and proximity to a transit stop) involve a ranking based off a buffer distance from a point on the

map. The closest buffer, ¼ of a mile, receives the highest score of three (3); ½ of a mile receives a ranking of two (2), and ¾ of a mile receives a score of one (1). If the proposed sidewalk segment is not within the buffer distance, a score of zero (0) is given. The maximum score possible for proposed sidewalks is 18.

Sidewalk Network Plan Project Evaluation Criteria		
Category	**Criteria**	**Score**
Connectivity		
Connectivity to the existing network	Connects a current gap between existing sidewalks (connects to existing sidewalk on both ends)	3
	Extends an existing sidewalk (connects to existing sidewalk on one end)	2
Major Destinations (Activity Centers)		
Proximity to a major activity center	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Major Destinations (Shopping/Retail)		
Proximity to a shopping/retail center	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Safety		
Proximity to a bike/ped crash within the last five years	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
School Safety		
Proximity to a school	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Transit		
Proximity to a transit stop	Within 1/4 mile	3
	Within 1/2 mile	2
	Within 3/4 mile	1
	Beyond 3/4 mile	0
Maximum Score		**18 points**

Sidewalk segments with a ranking of 0-6 received a “Low” priority, sidewalk segments with a ranking of 7-12 received a “Medium” priority, and sidewalk segments with a ranking of 13-18 received a “High” priority ranking. The evaluation resulted in 25 sidewalk segments ranked as having a “High” priority, 85 sidewalk segments ranked as having a “Medium” priority, and 12 sidewalk segments ranked as having a “Low” priority.

7.2. Roadway Evaluation Criteria

The evaluation criteria for roadway projects included five (5) categories as shown below:

- Connectivity to the Existing Roadway Network
- Funding Status
- Project Status
- Proximity to Evacuation Routes
- Right-of-Way Availability

Provided below are the descriptions of each roadway project evaluation criteria category. Connectivity involved the ranking of expansions of the existing roadway network. Roadway projects that would promote connectivity by expanding the existing roadway network received a score of one (1). If the project did not expand the existing roadway network, the project received a score of zero (0).

Funding status involved projects that are currently listed in a Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), or the Long-Range Transportation Plan (LRTP). If the proposed roadway project is funded through a UPWP or the TIP, the segment received a score of two (2), if the proposed roadway project is funded through the LRTP, the segment received a score of one (1), and if the project has not yet received funding, it received a score of zero (0).

Project Status was used to rank projects based on engineering, design, or planning. Projects that are closer to construction received a higher ranking. The project phase of Engineering received a score of three (3); Design received a score of two (2); and if the project is in the planning phase, the project received a score of one (1).

Roadway projects were also ranked based on their proximity to evacuation routes. Proposed roadway improvements that connect to existing evacuation routes received a score of one (1). If the proposed roadway project does not connect to an existing evacuation route, the project received a score of zero (0).

The final category used to rank roadway projects was right-of-way availability. Parcel data was used to determine if additional Right-of-Way (ROW) acquisition would or would not be required for each roadway project. The parcel data used does not represent a legal survey and further analysis would be required for final determination if ROW acquisition would be required. If the project did not require additional ROW acquisition, per the parcel data, the project received a score of one (1) and if the project required ROW acquisition, per the parcel data, the project received a score of zero (0). The maximum possible score for proposed roadway projects is 8.

Roadway Projects Evaluation Criteria		
Category	**Criteria**	**Score**
Connectivity		
	Project expands existing roadway network and promotes increased connectivity	1
	Project does not further connectivity of the roadway network	0
Funding		
	Project is funded in UPWP or TIP	2
	Project is funded within the LRTP (Cost Feasible Element)	1
	No funding allocated	0
Project Status		
	Engineering	3
	Design	2
	Planning	1
Evacuation Route		
	Connects to an existing evacuation route	1
	No connection to an existing evacuation route	0
Right-of-Way (ROW)		
	Project has ROW available and does not require additional acquisition	1
	Project has no ROW available and requires additional acquisition	0
Maximum Score		**8 points**

Roadway segments with a ranking of 0-2 received a “Low” priority, roadway segments with a ranking of 3-5 received a “Medium” priority, and roadway segments with a ranking of 6-8 received a “High” priority. The evaluation resulted in zero (0) roadway segments ranked as having a “High” priority, 10 roadway segments ranked as having a “Medium” priority, and 16 roadway segments ranked as having a “Low” priority.

These draft criteria have been applied to the list of projects developed as a result of reviewing previous studies, meetings with the stakeholder group and discussions with community leaders. The draft results are included in the appendix.

8. Next Steps

The next steps in this effort will include refinement of the evaluation matrix for the projects and scoring the projects to determine an initial ranking. This will be shared with the stakeholders and once accepted will be finalized.

Development of the final report will be the final step in this process with a draft being presented in January 2023.

APPENDIX

IMMOKALEE TRANSPORTATION NETWORK PLAN KICKOFF MEETING
MAY 6, 2022, 10:00 AM
AGENDA

1. INTRODUCTIONS
2. PROJECT GOALS AND OBJECTIVES
    a. Defining mobility
    b. What is multi-modal transportation
    c. Defining connectivity
    d. Assuring equitable access to public transportation (CAT)
    e. Transit demand response services (CATConnect)
    f. Private Transit
    g. Bicycle, pedestrian facilities
    h. Handicap accessibility
    i. Uber, Lyft, Taxis, and others
    j. Immokalee Airport
3. SCHEDULE
    a. Kickoff Meeting
    b. Stakeholder Advisory Group (SAG) Charrette/Workshop
    c. SAG Follow-Up Meeting
    d. SAG Final Meeting
4. CONFIRM CRITICAL DATA/ISSUES THAT WILL INFLUENCE PLAN DEVELOPMENT
    a. Demographic data
    b. Traffic counts
    c. Crash data
    d. FDOT Context Sensitive Complete Streets.
    e. City streets and roadway base map needs
    f. Existing sidewalks and bike lanes
    g. Handicap access facilities
    h. Transit route map(s)
    i. Access management
    j. Unpaved streets
5. PRELIMINARY LITERATURE REVIEW
6. VERIFICATION OF CONTACT LIST
7. APPROACH TO PUBLIC INPUT AND OUTREACH
8. OPEN DISCUSSION

Stakeholder Kick-Off Meeting Sign-In Sheet (Virtual Meeting)

Meeting Summary				
Total Number of Participants	11			
Meeting Title	Immokalee Transportation Plan Kick Off			
Meeting Start Time	3/1/2022, 2:26:54 PM			
Meeting End Time	3/1/2022, 3:21:30 PM			
Meeting Id	cbaa7d21-7123-46d1-bdcb-4d921681506d			
Full Name	**Join Time**	**Leave Time**	**Duration**	**Email**
Haight, David M	3/1/2022, 2:26:54 PM	3/1/2022, 3:21:30 PM	54m 36s	David.Haight@atkinsglobal.com
Bowers, Wiatt F	3/1/2022, 2:27:10 PM	3/1/2022, 3:18:51 PM	51m 41s	Wiatt.Bowers@atkinsglobal.com
Page, Wiley C	3/1/2022, 2:27:21 PM	3/1/2022, 2:58:24 PM	31m 3s	Wiley.Page@atkinsglobal.com
McLaughlin, Anne	3/1/2022, 2:29:25 PM	3/1/2022, 3:21:22 PM	51m 56s	Anne.McLaughlin@colliercountyfl.gov
Lantz, Lorraine	3/1/2022, 2:29:30 PM	3/1/2022, 3:21:22 PM	51m 51s	Lorraine.Lantz@colliercountyfl.gov
Dowling, David	3/1/2022, 2:29:31 PM	3/1/2022, 3:21:22 PM	51m 51s	David.Dowling@atkinsglobal.com
Showalter, Alexander	3/1/2022, 2:30:20 PM	3/1/2022, 3:21:25 PM	51m 4s	Alexander.Showalter@colliercountyfl.gov
Tisch, Michael	3/1/2022, 2:34:46 PM	3/1/2022, 3:21:28 PM	46m 42s	Michael.Tisch@colliercountyfl.gov
Chrisitie Betancourt	3/1/2022, 2:35:29 PM	3/1/2022, 3:21:20 PM	45m 51s	
Deleon Omar	3/1/2022, 2:37:06 PM	3/1/2022, 3:21:21 PM	44m 15s	Omar.Deleon@colliercountyfl.gov
Debrah Forester	3/1/2022, 3:01:24 PM	3/1/2022, 3:21:22 PM	19m 57s	

IMMOKALEE TRANSPORTATION NETWORK PLAN STAKEHOLDER MEETING
JULY 22, 2022

AGENDA

1. INTRODUCTIONS

2. OVERVIEW OF PROJECT

3. REVIEW OF WORK EFFORT TO DATE

4. SCHEDULE
    a. Kickoff Meeting
    b. Stakeholder Advisory Group (SAG) Charrette/Workshop
    c. SAG Follow-Up Meeting
    d. SAG Final Meeting

5. EXPLANATION OF WORKSHOP ACTIVITIES
    a. Proposed Sidewalk Improvements
    b. Proposed Roadway Improvements

6. BREAKOUT SESSION

7. SUMMARY OF COMMENTS
8. NEXT STEPS

Sidewalk Project List

FID	Street Name	From	To	Notes	Miles	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle or Pedestrian Creashes	Proximity to Schools	Proximity to Transit Stops	Ranking
0	PEACH ST	EDEN AVE	SANDER PINE CIR		0.15	3	0	1	3	0	2	9
1	CURRY RD	DEAD END	CARSON RD		0.22	3	0	0	3	2	3	11
2	LITTLE LEAGUE RD	TRAFFORD FARM RD	LITTLE LEAGUE RD	SUBJECT TO ROADWAY CONSTRUCTION	0.74	2	0	0	3	2	2	9
3	TRAFFORD FARM RD	LITTLE LEAGUE RD	LAKE TRAFFORD RD	SUBJECT TO ROADWAY CONSTRUCTION	0.35	0	1	0	2	0	3	6
4	PEPPER RD	IMMOKALEE URBAN BOUNADRY	LAKE TRAFFORD RD		1.06	0	3	0	3	0	3	9
5	TAYLOR TER	LAKE TRAFFORD RD	DEER RUN RD		0.27	0	0	0	2	0	3	5
6	MIRAHAM DR	TAYLOR TER	MIRAHAM TER		0.40	0	0	0	3	1	3	7
7	MIRAHAM TER	LAKE TRAFFORD RD	MIRAHAM DR		0.21	0	0	0	3	1	3	7
8	SUMMER GLEN BLVD	LAKE TRAFFORD RD	SUMMER GLEN BLVD		0.08	2	0	0	3	0	3	8
9	PALM DR	LAKE TRAFFORD RD	DEAD END		0.21	2	0	1	3	0	3	9
10	N 19TH ST	LAKE TRAFFORD RD	8TH AVE		0.29	2	0	2	3	1	3	11
11	N 19TH ST	8TH AVE	N 19TH ST		0.17	2	0	2	3	1	2	10
12	AMIGO WAY	MARIANNA WAY	PRIVATE RD	SIDEWALK ON ONE SIDE	0.07	3	0	1	3	0	2	9
13	PRIVATE RD	DEAD END	AMIGO WAY	SIDEWALK ON ONE SIDE	0.06	3	0	1	3	0	2	9
14	IMMOKALEE DR	MARIANNA WAY	ESPERANZA WAY		0.11	3	0	1	3	0	2	9
15	LINCOLN AVE	LINCOLN AVE	N 18TH TER	SIDEWALK BOTH SIDES	0.03	3	0	2	3	0	3	11
16	N 19TH ST	LEED AVE	LAKE TRAFFORD RD	SIDEWALK MISSING ON ONE SIDE	0.17	3	0	2	3	1	3	12
17	PALM AVE	N 18TH AVE	N 15TH ST		0.28	3	0	2	3	2	3	13
18	5TH AVE	N 18TH ST	N 15TH ST		0.28	3	0	3	3	2	3	14
19	6TH AVE	N 18TH ST	N 15TH ST		0.28	3	0	3	3	2	3	14
20	7TH AVE	N 18TH ST	N 15TH ST		0.28	3	0	3	3	2	3	14
21	8TH AVE	N 18TH ST	N 15TH ST		0.28	3	0	3	3	2	3	14
22	W MAIN ST	N 15TH ST	W MAIN ST		0.29	0	0	1	3	2	2	8
23	WHITE WAY	W MAIN ST	IMMOKALEE WASTE WATER PLANT		0.24	0	0	1	3	2	2	8
24	N 9TH ST	ROBERTS AVE W	2ND AVE N	EXISTING ASPHALT SIDEWALK ON ONE SIDE. CONSTRUCT CONCRETE SIDEWALK.	0.14	3	1	2	3	3	3	15
25	NEW HARVEST RD	E MAIN ST	E MAIN ST		0.38	0	3	0	3	0	3	9
26	GLOBAL DR	AGRI BLVD	DEAD END		0.21	0	2	0	2	0	3	7
27	W DELAWARE AVE	S 5TH ST	IMMOKALEE RD	EXISTING ASPHALT SIDEWALK. REPLACE WITH CONCRETE SIDEWALKS	0.28	3	0	2	3	2	3	13

Sidewalk Project List

FID	Street Name	From	To	Notes	Miles	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle or Pedestrian Creashes	Proximity to Schools	Proximity to Transit Stops	Ranking
28	HANCOCK ST	W MAIN ST	BOSTON AVE	SUBJECT TO ROADWAY CONSTRUCTION	0.14	2	0	1	3	3	3	12
29	S 2ND ST	BOSTON AVE	COLORADO AVE		0.14	3	1	3	3	2	3	15
30	S 3RD ST	BOSTON AVE	COLORADO AVE		0.14	3	1	3	3	2	3	15
31	S 4TH ST	BOSTON AVE	COLORADO AVE		0.14	3	1	3	3	2	3	15
32	S 6TH ST	COLORADO AVE	W DELAWARE AVE		0.14	3	1	2	3	3	3	15
33	S 6TH CT	COLORADO AVE	DEAD END		0.14	3	0	2	3	3	3	14
34	S 8TH ST	COLORADO AVE	DEAD END		0.13	3	0	1	3	3	3	13
35	BOOKER BLVD	DEAD END	EUSTIS AVE		0.07	0	0	1	3	2	3	9
36	BOOKER BLVD	EUSTIS AVE	CARVER ST		0.10	2	0	1	3	2	3	11
37	BOOKER BLVD	CARVER ST	DEAD END		0.11	2	0	1	3	1	3	10
38	SCHOOL RD	BETHUNE EDUCATION CENTER	IMMOKALEE RD		0.17	0	0	0	3	2	3	8
39	MAPLE DR	PALMETTO AVE	DOAK AVE		0.16	2	0	1	3	2	3	11
40	8TH ST S	DEAD END	DOAK AVE		0.13	0	0	1	3	2	3	9
41	DOAK AVE	S 9TH ST	S 5TH ST		0.28	3	0	0	3	2	3	11
42	BETHUNE AVE	S 5TH ST	IMMOKALEE RD		0.29	2	0	0	3	3	3	11
43	HOPE CIR	S 5TH ST	S 5TH ST	ADD CONCRETE SIDEWALK OTHER SIDE	0.59	2	0	0	3	3	3	11
44	S 5TH ST EXTENSION	BREEZEWOOD DR	DEAD END	PEDESTRIAN CONNECTOR	0.19	2	0	0	3	2	3	10
45	2ND ST	E MAIN ST	S 1ST ST		0.12	3	2	3	3	3	3	17
46	STOCKADE RD	IMMOKALEE RD	KOWACHOBEE TRL		0.72	2	0	0	1	1	3	7
47	FARM WORKER VILLAGE	NEW HARVEST RD	N/A		2.39	2	0	0	3	3	3	11
48	PERCH PL	TIPPIN TER	TAYLOR TER		0.18	0	1	0	2	0	3	6
49	BASS RD	TIPPINS TER	TAYLOR TER		0.23	0	1	0	2	0	3	6
50	8TH AVE	DEAD END	N 19TH ST		0.14	2	0	2	3	1	2	10
51	N 11TH ST	ROBERTS AVE W	W MAIN ST	SIDEWALK MISSING ON ONE SIDE	0.26	3	0	2	3	2	3	13
52	HENDRY ST	ADAMS AVE W	N 9TH ST	SUBJECT TO ROADWAY CONSTRUCTION. PEDESTRIAN CONNECTOR	0.08	3	1	2	3	2	2	13
53	CLIFTON ST	CLIFTON RD	IMMOKALEE DR	SUBJECT TO ROADWAY CONSTRUCTION. PEDESTRIAN CONNECTION	0.29	3	1	2	3	3	3	15

Sidewalk Project List

FID	Street Name	From	To	Notes	Miles	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle or Pedestrian Creashes	Proximity to Schools	Proximity to Transit Stops	Ranking
54	13TH ST SE EXTENSION	E MAIN ST	13TH ST SE	SUBJECT TO ROADWAY CONSTRUCTION. ADD SIDEWALK	0.27	2	2	1	3	2	3	13
55	STOCKADE RD EXTENSION	STOCKADE RD	NEW HARVEST RD		1.46	0	0	0	1	1	2	4
56	PROPOSED ROADWAY	IMMOKALEE DR	PROPOSED ROADWAY	ADD CONCRETE SIDEWALK	0.28	2	0	2	2	0	1	7
57	W MAIN ST EXTENSION	PROPOSED ROADWAY	W MAIN ST	SUBJECT TO ROADWAY CONSTRUCTION	0.55	0	0	1	3	1	2	7
58	CURRY RD EXTENSION	JUSTICE CIR	CURRY RD	SUBJECT TO ROADWAY CONSTRUCTION. PEDESTRIAN CONNECTOR	0.38	3	0	0	3	3	2	11
59	PLUM ST	CARSON RD	PLUM ST	ADD CONCRETE SIDEWALK	0.16	3	0	0	3	1	3	10
60	LITTLE LEAGUE RD EXTENSION	SR 82	CARSON RD EXTENSION	SUBJECT TO ROADWAY CONSTRUCTION	3.84	0	0	0	1	1	0	2
61	CARSON RD EXTENSION	LITTLE LEAGUE RD EXTENSION	CARSON RD	SUBJECT TO ROADWAY CONSTRUCTION	0.52	2	0	0	3	2	1	8
62	ROY WAY	CARSON RD	ROY WAY		0.15	0	0	0	2	2	3	7
63	EXTENSION	DILAS LN	8TH AVE	SUBJECT TO ROADWAY CONSTRUCTION	0.03	2	0	1	3	0	2	8
64	ROBERTS AVE W EXTENSION	PROPOSED RAODWAY	ROBERTS AVE W	SUBJECT TO ROADWAY CONSTRUCTION	0.29	2	0	2	2	0	2	8
65	WELLS ST	IMMOKALEE DR	DEAD END		0.28	2	0	2	3	0	1	8
66	DILAS LN	DEAD END	IMMOKALEE DR		0.27	2	0	2	3	0	2	9
67	PINE ST	LAKE TRAFFORD RD	PALM AVE		0.20	2	0	3	3	2	3	13
68	LAUREL ST	LAKE TRAFFORD RD	PALM AVE		0.20	2	0	3	3	2	3	13
69	N 17TH ST	8TH AVE	IMMOKALEE DR		0.28	2	0	3	3	1	3	12
70	S 2ND ST	W DELAWARE AVE	EUSTIS AVE		0.14	0	0	2	3	1	3	9
71	S 3RD ST	W DELAWARE AVE	EUSTIS AVE		0.14	0	0	2	3	2	3	10
72	S 7TH ST	BOSTON AVE	COLORADO AVE	ADD CONCRETE SIDEWALK	0.14	3	1	2	3	3	3	15
73	S 1ST ST	PRIVATE RD	SCHOOL RD		0.08	0	0	1	3	1	3	8
74	PROPOSED ROADWAY	S 5TH ST EXTENSION	IMMOKALEE RD	SUBJECT TO ROADWAY CONSTRUCTION	0.30	0	0	0	2	2	3	7

Sidewalk Project List

FID	Street Name	From	To	Notes	Miles	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle or Pedestrian Creashes	Proximity to Schools	Proximity to Transit Stops	Ranking
75	COMMERCE AVE	AGRI BLVD	DEAD END		0.22	0	2	0	2	0	3	7
76	LITTLE LEAGUE RD EXTENSION	WESTCLOX ST EXTENSION	LITTLE LEAGUE RD		0.15	2	0	0	3	2	2	9
77	CR 846	AIRPARK BLVD	AGRI BLVD		0.24	2	3	0	2	0	3	10
78	MADISON AVE W	PINELLAS SR	HERITAGE BLVD		0.30	0	0	1	3	0	3	7
79	NEW HARVEST RD	FARM WORKER VILLAGE	IMMOKALEE URBAN BOUNDARY		1.42	2	0	0	3	3	3	11
80	EUSTIS AVE E	SCHOOL DR	DEAD END	SUBJECT TO ROADWAY CONSTRUCTION	0.28	2	1	1	3	1	3	11
81	PEAR ST	EDEN AVE	DEAD END		0.13	2	0	1	3	0	3	9
82	TANGERINE ST	EDEN AVE	SANDER PINE CIR		0.13	3	0	1	3	0	2	9
83	ORANGE ST	EDEN AVE	DEAD END		0.13	2	0	1	3	0	2	8
84	APPLE ST	EDEN AVE	DEAD END		0.13	2	0	1	3	0	2	8
85	APPLE ST	DEAD END	EDEN AVE		0.12	2	0	1	3	0	2	8
86	ORANGE ST	DEAD END	EDEN AVE		0.12	2	0	1	3	0	2	8
87	TANGERINE ST	DEAD END	EDEN AVE		0.13	2	0	1	3	0	2	8
88	PEACH ST	DEAD END	EDEN AVE		0.13	2	0	1	3	0	2	8
89	N PEAR ST	DEAD END	EDEN AVE		0.13	2	0	0	3	0	3	8
90	N PLUM ST	DEAD END	EDEN AVE		0.13	2	0	0	3	0	3	8
91	E DELAWARE AVE	S 1ST ST	SCHOOL DR	EXISTING ASPHALT SIDEWALK. REPLACE WITH CONCRETE SIDEWALKS	0.27	2	0	2	3	2	3	12
92	E DELAWARE AVE	SCHOOL DR	16TH ST E		0.31	0	1	1	3	1	3	9
93	13TH ST SE	DEAD END	E DELAWARE AVE	ADD SIDEWALK	0.14	2	1	1	3	1	3	11
94	IMMOKALEE DR EXTENSION	CARSON RD	PROPOSED ROADWAY	SUBJECT TO ROADWAY CONSTRUCTION. ADD CONCRETE SIDEWALK	1.12	2	0	0	3	0	3	8
95	PROPOSED ROADWAY	IMMOKALEE DR EXTENSION	PROPOSED ROADWAY	SUBJECT TO ROADWAY CONSTRUCTION. ADD CONCRETE SIDEWALK	0.55	0	0	0	0	0	0	0
96	N 15TH ST	W MAIN ST	W MAIN ST		0.26	2	0	2	3	1	3	11
97	BOSTON AVE	HANCOCK ST	S 9TH ST	SUBJECT TO ROADWAY CONSTRUCTION	0.14	2	0	2	3	3	3	13
98	SCHOOL DR	ROSE AVE	EUSTIS AVE E	SIDEWALK ON PORTION OF ONE SIDE	0.30	2	1	2	3	2	3	13
99	PRICE AVE	DEAD END	SCHOOL DR		0.17	0	1	2	3	2	3	11
100	E EUSTIS AVE	S 1ST ST	SCHOOL DR		0.28	3	0	1	3	1	3	11
101	JONES ST	E DELAWARE AVE	E EUSTIS AVE		0.17	0	0	2	3	1	3	9
102	GAUNT ST	E DELAWARE AVE	E EUSTIS AVE		0.17	0	0	2	3	2	3	10

Sidewalk Project List

FID	Street Name	From	To	Notes	Miles	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle or Pedestrian Creashes	Proximity to Schools	Proximity to Transit Stops	Ranking
103	FAHRNEY ST	E DELAWARE AVE	E EUSTIS AVE		0.18	0	0	2	3	2	3	10
104	AGRI BLVD	GLOBAL DR	COMMERCE AVE		0.11	0	2	0	2	0	3	7
105	AGRI BLVD	CR 846	GLOBAL DR		0.14	0	3	0	2	0	3	8
106	HERITAGE BLVD	N 15TH ST	FSU- COLLEGE OF MEDICINE		0.10	0	0	0	3	0	3	6
107	LITTLE LEAGUE RD EXTENSION	CARSON RD EXTENSION	WESTCLOX ST EXTENSION	SUBJECT TO ROADWAY CONSTRUCTION	0.25	0	0	0	2	2	1	5
108	WESTCLOX ST EXTENSION	LITTLE LEAGUE RD EXTENSION	WESTCLOX ST	SUBJECT TO ROADWAY CONSTRUCTION	0.31	2	0	0	3	3	1	9
109	8TH AVE	N 19TH ST	N 18TH ST		0.14	2	0	2	3	1	2	10
110	12TH ST	E MAIN ST	1ST AVE S		0.06	2	2	1	3	1	3	12
111	1ST AVE S	12TH ST	E MAIN ST		0.35	2	2	1	3	1	3	12
112	14TH ST	E MAIN ST	1ST AVE S		0.07	2	2	0	3	0	3	10
113	13TH ST	E MAIN ST	1ST AVE S		0.06	2	2	1	3	1	3	12
114	DEER RUN RD	TIPPINS TER	TAYLOR TER		0.22	0	1	0	2	0	3	6
115	TIPPINS TER	LAKE TRAFFORD RD	DEER RUN RD		0.30	0	1	0	2	0	3	6
116	QUAIL ROOST RD	TIPPINS TER	TAYLOR TER		0.18	0	1	0	2	0	3	6
117	ROBERTS AVE W	N 9TH ST	N 1ST ST		0.55	3	3	2	3	3	3	17
118	PALM RIDGE DR	GLENWOOD ST	S 5TH ST		0.26	2	0	0	3	3	3	11
119	GLENWOOD ST	PALM RIDGE DR	BREEZEWOOD DR		0.07	2	0	0	2	3	3	10
120	BREEZEWOOD DR	GLENWOOD ST	S 5TH ST		0.26	2	0	0	3	3	3	11
121	ROBERTS AVE W	FIRST UNITED METHODIST CHURCH PARKING LOT	N 9TH ST		0.07	3	1	1	3	3	3	14

Roadway Project List

FID	Street Name	From	To	Notes	Miles	Connectivity to the Existing Roadway Network	Funding Status	Project Status	Proximity to Evacuation Routes	Right-of-Way Availability	Ranking
1	PLUM ST	CARSON RD	PLUM ST	EXISTING DIRT PATH	0.15	1	0	1	0	1	3
2	ROY WAY	DEAD END	CARSON RD		0.13	0	0	1	0	0	1
3	WESTCLOX ST EXTENSION	LITTLE LEAGUE RD	WESTCLOX ST	ROADWAY EXTENSION	0.28	1	1	1	0	0	3
4	LITTLE LEAGUE RD	TRAFFORD FARM RD	LITTLE LEAGUE CT		0.51	0	0	1	0	0	1
5	TRAFFORD FARM RD	LITTLE LEAGUE RD	LAKE TRAFFORD RD		0.31	0	0	1	0	0	1
6	8TH AVE EXTENSION	DILSA LN	8TH AVE	ROADWAY EXTENSION	0.03	1	0	1	0	0	2
7	ROBERTS AVE W EXTENSION	WELLES ST	ROBERST AVE W	ROADWAY EXTENSION	0.06	1	0	1	0	0	2
8	CLIFTON RD EXTENSION	CLIFTON RD	CLIFTON RD	ROADWAY EXTENSION	0.08	1	0	1	0	0	2
9	HENDRY ST EXTENSION	ADAMS AVE W	WASHINGTON AVE	ROADWAY EXTENSION	0.07	1	0	1	0	1	3
10	W DELAWARE AVE EXTENSION	S 9TH ST	W DELAWARE AVE	EXISTING ASPHALT PATH	0.20	1	0	1	0	1	3
11	HANCOCK ST	W MAIN ST	BOSTON AVE		0.13	0	0	1	1	0	2
12	S 5TH ST	W DELAWARE AVE	W EUSTIS AVE	EXISTING SHARED-USE PATH	0.13	1	0	1	0	1	3
13	STOKES AVE	DEAD END	S 5TH ST		0.13	0	0	1	0	0	1
14	11TH ST EXTENSION	E MAIN ST	11TH ST SE	ROADWAY EXTENSION	0.24	1	0	1	1	0	3
15	E EUSTIS AVE EXTENSION	SCHOOL DR	16TH ST SE	ROADWAY EXTENSION	0.25	1	0	1	0	1	3
16	STOCKADE RD EXTENSION	STOCKADE RD	SR 29	ROADWAY EXTENSION	1.32	1	0	1	1	0	3
17	PROPOSED ROADWAY	IMMOKALEE DR	N/A	ROADWAY EXTENSION	0.99	1	0	1	0	0	2
18	W MAIN ST EXTENSION	PROPOSED ROADWAY	N 15TH ST	ROADWAY EXTENSION	0.50	1	0	1	0	0	2
19	LITTLE LEAGUE RD EXTENSION	SR 82	LITTLE LEAGUE RD	ROADWAY EXTENSION	3.65	1	2	1	1	0	5
20	CURRY RD EXTENSION	JUSTICE CIR	CURRY RD	ROADWAY EXTENSION	0.34	1	0	1	0	0	2
21	COMPLEX DR EXTENSION	COMPLEX DR	VILLAGE OAKS ELEMENTARY	ROADWAY EXTENSION	0.65	1	0	1	0	0	2
22	CARSON RD EXTENSION	LITTLE LEAGUE RD EXTENSION	CARSON RD	ROADWAY EXTENSION	0.47	1	0	1	0	0	2
23	BOSTON AVE	HANCOCK ST	S 9TH ST	EXISTING DIRT PATH	0.12	1	0	1	0	1	3
24	IMMOKALEE DR	CARSON RD	N/A	ROADWAY EXTENSION	1.00	1	0	1	0	0	2
25	PROPOSED ROADWAY	PROPOSED ROADWAY	PROPOSED ROADWAY	ROADWAY EXTENSION	0.49	1	0	1	0	0	2
26	S 5TH ST EXTENSION	S 5TH ST	IMMOKALEE RD	ROADWAY EXTENSION	0.31	1	0	1	0	0	2