



NAPLES PARK WALKABLE COMMUNITY STUDY by Collier Metropolitan Planning Organization

Conducted January - August 2013



The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

EXECUTIVE SUMMARY

Background

The Collier Metropolitan Planning Organization's (MPO) *Unified Planning Work Program* (UPWP) for fiscal year 2012/2013-2013/2014 identifies the need for Walkable Community Studies for locations within Collier County, including Naples Park. The purpose of this Walkable Community Study is to assess the existing pedestrian facilities and conditions in Naples Park, factor in the interests and needs of the community, and establish a list of priority locations for future pedestrian improvements when funding becomes available. The Study helps fulfill the agency's planning function and further the goal of providing for a multi-modal transportation system including vehicle, transit, bicycle, and pedestrian means of travel.

The Naples Park Walkable Community Study was initiated in December 2012 by the consulting team of Tindale Oliver & Associates and Johnson Engineering, Inc. From January 2013 through March 2013, the team collected data and mapped existing conditions, performed a pedestrian level of service analysis and participated in an initial stakeholder meeting. A Community Meeting was held on April 3, 2013 to collect public input on the data collected and draft priorities. The public input received guided the resulting list of priority improvements. Refined priorities were just presented to the MPO Board and MPO's Pathways Advisory Committee (PAC) in April, followed by presentation of final priorities to the PAC in May and the MPO Board in June.

Study Results

Many areas of the Naples Park community are favorable for walking. There is an abundance of destinations within close proximity to the neighborhood, including Delnor Wiggins State Park, Vanderbilt Beach Access, and Conner Park to the east. On the north is Naples Park Elementary School. To the east are community-scale shopping centers, restaurants, offices, and bus stops of the Collier Area Transit system along U.S. 41.

The neighborhood's traditional grid system design affords convenient links to and from destinations. Sidewalks exist within the neighborhood on the north-south streets of Vanderbilt Drive, 6th Street, 7th Street, and 8th Street, as well as the east-west avenue of 111th Avenue North. A paved shoulder is provided on 91st Avenue North and in the 700 block of 110th Avenue North.

In addition to existing destinations, bus stops, and pedestrian facilities, the location of all crash incidents reported on long-form police reports through the Florida Department of Transportation have been documented for the neighborhood for the years 2009, 2010, and 2011. Short-form reports with minor injuries and property damage were not inventoried. There were 37 crash incidents reported on long forms, two involving pedestrians and five involving bicyclists. A third accident involving a vehicle collision with a pedestrian is noted to have occurred during this Study in February 2013 near the intersection of 111th Avenue North and 7th Street North.

The pedestrian level of service analysis was performed per MPO approved methodology to assess directness, continuity (or conditions of existing pedestrian facilities), street crossings, visual interest and amenities, and security.

After taking into account the existing conditions, pedestrian level of service, and public input, the priorities for future pedestrian improvements were derived using a scoring system that ranks all street segments. As a result of community input received during the community meeting of April 3, 2013, the written comments submitted to the MPO, and input provided during MPO Board meetings, the future pedestrian improvement priority for the neighborhood is focused on the street segments in proximity to the Elementary School.

The resulting outcome is that priority segments are concentrated along 111th Avenue North and the three blocks of 7th Street North immediately south of Naples Park Elementary School. The determination of these priority segments reflects a singular priority of school-related safety that could be supported by a consensus of the community members who participated in the Study and the MPO Board. It also helps direct future improvements to support safety and walkability within the vicinity of Naples Park Elementary School in coordination with Collier County Public Schools and Collier County Transportation when funding becomes available.



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INTRODUCTION

Walking is the most basic form of transportation modes. Walkability has been a factor in the creation and design of all human settlements. According to the American Planning Association's *Planning and Urban Design Standards* (2006), a walkable community is ultimately a place in which residents of all ages and abilities feel that it is safe, comfortable, convenient, efficient, and welcoming to walk, not only for recreation but also for utility and transportation.

The Collier Metropolitan Planning Organization (MPO) is responsible for the planning and development of a balanced, integrated, and multimodal transportation system which efficiently moves traffic, people and goods. The MPO jurisdiction includes Unincorporated Collier County, the City of Naples, the City of Marco Island, and Everglades City. The MPO is governed by a Board made up of representatives from the County and the three cities within its jurisdiction. The MPO administers, reviews and implements planning activities relating to roadway capacity improvements, congestion management, enhancement, transit and aviation projects within its jurisdiction. The Collier MPO's *Unified Planning Work Program* for fiscal year 2012/2013-2013/2014 identifies the need for Walkable Community Studies for locations within Collier County, including Naples Park.



This Walkable Community Study provides an inventory of existing conditions, evaluation of pedestrian levels of service, coordination of public input and a prioritization of pedestrian improvements for the Naples Park community. The methodology for this Study, including the data collected and analyzed and the pedestrian level of service criteria, is based on the methodology used for the MPO's Immokalee Walkable Community Study, adopted in 2011.



This Study is the result of the combined efforts of Tindale Oliver & Associates, Johnson Engineering, Inc., Collier County MPO, its advisory committees, and community members who participated in meetings and submitted written comments during this Study.

The Priorities section of this Report identifies the road segments deemed to be priorities for future pedestrian improvements. The General Recommendations section of this Report elaborates on options to implement the pedestrian improvements in the future. Implementation is dependent upon available funding through the MPO's grant resources. Therefore, there is no phasing, schedule or timeline provided as part of this Report.

Purpose

The Collier MPO's *Unified Planning Work Program* (UPWP) outlines the Naples Park Walkable Community Study as a task to fulfill the agency's planning function and further the goal of providing a multi-modal transportation system including vehicle, transit, bicycle, and pedestrian means of travel.

This Study is a compilation of data, analysis, evaluation, findings and recommendations according to the MPO-approved framework and methodology.

The purpose of this Study is to assess the existing pedestrian facilities and conditions in Naples Park, factor the interests and needs of the community, and establish a list of priority locations for pedestrian improvements. These pedestrian improvement priorities are identified so that the MPO has a basis to allocate future pedestrian improvement funds when available to road segments and intersections that are defined as priorities through a consistent Walkable Communities evaluation framework applied across various communities within



the County. The Study is not intended to assess construction feasibility of proposed improvements or determine the ultimate design of pedestrian improvements. Alternatives will be evaluated and final design will be performed through future projects when funding is available.

This Study represents a community-oriented assessment that allows for focus on neighborhood characteristics and needs. This Study supports the broader *Collier MPO's Comprehensive Pathways Plan* adopted in 2012 and ultimately helps to inform the programming of future pedestrian improvements by Collier Metropolitan Planning Organization (MPO) and its Pathways Advisory Committee (PAC), Technical Advisory Committee (TAC), and Citizen Advisory Committee (CAC). The intended outcome of the Walkable Community Studies is to create more pedestrian-friendly, safe, and connected pedestrian systems.



Community Profile

Naples Park is approximately 1.25 square miles located in the northwest region of unincorporated Collier County. The Naples Park Walkable Community Study Area is bounded by U.S. 41 to the east, 111th Avenue North to the north, the Vanderbilt Lagoon intracoastal waterway to the west, and 91st Avenue North to the south. The Study Area boundary is depicted in Exhibit i.

Naples Park is a predominantly residential neighborhood with commercial uses on the east end of the 800 blocks along U.S. 41. The United States Census Bureau designates Naples Park as a Census-Designated Place (CDP), within the boundary of U.S. 41 to the east, 111th Avenue North to the north, Vanderbilt Drive to the west, and 91st Avenue North to the south. Within this boundary (which differs from the Naples Park Walkable Community Study in that it excludes the streets west of Vanderbilt Drive), the population was 5,967 in 2010. There were 2,759 households with average persons per household of 2.56 persons, and 721 business firms. According to the 2010 Census, 18.4% of the Naples Park CDP population was under the age of 18, and 14.9% was 65 years and over. The Census Bureau estimates for 2007-2011, approximately 3.6% of the working population of Naples Park CDP walked to work, compared to a state average of 1.6%.

The Naples Park neighborhood roadway layout is a traditional “grid” design with streets running north-south and avenues running east-west at 90-degree angles. The Study Area has approximately 119,700 linear feet, or approximately 22.67 miles, of streets. For a depiction of the existing pedestrian facilities within the Study Area, see Exhibit A in the Appendix.



METHODOLOGY

The Naples Park Community Walkability Study assessed and prioritized pedestrian facility needs for the Naples Park area based on quantitative and qualitative factors. For this Study, the basic unit for data collection, assessment, evaluation, and prioritization was the street segment. Each segment that exists within the Study Area was inventoried and identified by name of the street segment, qualified by the “low cross” street being the southern or western

intersecting street (if applicable) and the “high cross” street being the northern or eastern intersecting street (if applicable). For data collected and observations relevant to intersections, or street crossings, the data is attributed to the street segment for which the intersection is at the high cross street. All street segments were geo-referenced for data collection and mapping purposes.

Existing Conditions Inventory

The inventory of existing conditions involved acquiring Geographic Information System (GIS) data for parcels, zoning, transportation, bike, and pedestrian walkways data from staff of Collier County and the Collier County MPO, as well as crash data from the Florida Department of Transportation. Data from field observations were assembled from a series of site visits for an inventory of stop signs, street lights, crossing conditions, visual interest and amenity items and other pedestrian related attributes as discussed in the text sections to follow. A variety of typical GIS analytical procedures, based on industry standard ESRI software, was used to process the various datasets and to assist with the determinations of the pedestrian level of service. Additionally, the ESRI software products were the basis of map production used to generate the Exhibits included in this Study. The following existing conditions were collected and mapped within and around the project area:

- Study Area Boundary Map (see Exhibit i on the following page)
- Existing pedestrian facilities (see Exhibit A)
- Crash data reported by Florida Department of Transportation for 2009, 2010, and 2011 (see Exhibit B)
- Collier Area Transit bus routes (see Exhibit C)
- Neighborhood destinations, including schools, parks, commercial uses, and bus stops (see Exhibit D)
- Roadway classifications and planned transportation infrastructure improvements (see Exhibit E)



Pedestrian Levels of Service Assessment

Field observations were conducted to assess the Pedestrian Level of Service (PLOS) by street segment within the Study Area. Five PLOS categories were used for this Study, based on the categories used in the adopted Immokalee Walkable Community Study and in other similar pedestrian planning studies around the country, including the City of Fort Collins, Colorado Pedestrian Plan. Through its planning efforts, the City of Fort Collins determined that pedestrian density and flow rate measures of the Highway Capacity Manual are not appropriate for assessing smaller communities and derived five PLOS categories as an alternative. The Florida Department of Transportation (FDOT) Quality/Level of Service Q/LOS Handbook (2009) affirms that “for most situations in Florida, bicycle and pedestrian Q/LOS has little relationship to the number of other bicyclists and pedestrians on a facility; other factors are more important.” The FDOT has a Pedestrian LOS Model based on four variables: existence of a sidewalk, lateral separation of pedestrians from motorized vehicles, motorized vehicle volumes, motorized vehicle speeds. Given the scope of the walkable community studies and the context of the neighborhoods, the Collier MPO uses the five PLOS categories of Directness, Continuity, Street Crossings, Visual Interest and Amenities, and Security, described further below.

It is important to note that the PLOS letter grades A through F are not comparable to school grades A through F. The Florida Department of Transportation *Quality/Level of Service Handbook*, 2009, explains that LOS letter grades are not comparable across different modes of transportation (i.e., automobile level of service D is not equivalent in meaning to pedestrian level of service D, and the same segment may have drastically different levels of service for automobile traffic and pedestrian traffic). Different communities find different levels of services to be acceptable. At the time of this Study there is no PLOS standard adopted by the Collier MPO or

Five Pedestrian Level of Service Categories

Directness

Continuity

Street Crossing

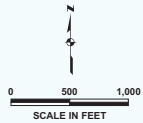
Visual Interest Amenities

Security

Exhibit i - Study Area Boundary



Gulf of Mexico



LEGEND

- Naples Park boundary (approx.)
- Points of interest**
- Church
- Hotel
- Library
- Medical
- Park
- School

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REVISIONS		

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Study Area Boundary				
DATE	PROJECT	FILE NO.	SCALE	SHEET
June of 2012	MKT-015	--	As Shown	Exh i

by Collier County. Therefore, the PLOS outcomes for this Study should be considered as an inventory of observed conditions only, and should not be compared to LOS scales for other transportation modes nor with PLOS standards established for other communities.

1. **Directness** is a measurement of pedestrian trip length. The Directness category helps quantify how walking trip length is affected by the development pattern and related transportation network. Even where destinations are geographically close to residents, a pedestrian may travel a much greater distance to reach the destination if the route is circuitous. Pedestrians are able to reach destinations more directly on gridded street systems. Alternatively, street systems of long, winding roads with fewer intersections and buffers between different uses typically provide less direct pedestrian connections to destinations.

For this Study, Directness was measured using the residential street segments within ¼ mile of destinations as origination points for pedestrian trips. The Directness calculation compares: (a) the actual distance a pedestrian must travel from that origination point using available infrastructure to reach a destination, and (b) the minimum distance measured from the origination point to the destination. The following formula is used to determine a Directness score:

$$\text{Directness} = \frac{\text{Actual distance pedestrian must travel}}{\text{Minimum measured distance}}$$

The Directness value has a corresponding PLOS score shown in the table to the right.

Directness Value	Directness Pedestrian Level of Service (PLOS)
<1.2	A
1.2 – 1.4	B
1.4 – 1.6	C
1.6 – 1.8	D
1.8 – 2.0	E
>2.0	F

Source: City of Fort Collins Pedestrian Plan

2. **Continuity** is a measurement of the condition and completeness of the existing pedestrian system. The Continuity PLOS scores are assigned to each street segment to inventory whether pedestrian facilities exist or not, and where the existing network has gaps, breaches or breaks. The Continuity PLOS score is assigned relative to the conditions listed in the table to the below.

Most of the Study Area is not built with sidewalks. Sidewalks exist on one side of the street on the north-south streets of Vanderbilt Drive, 6th Street, 7th Street and 8th Street. Sidewalks exist on 111th Avenue with a missing segment on the north side of 111th Avenue between the 6th Street and 7th Street intersections.

Continuity Condition	Continuity Pedestrian Level of Service (PLOS)
Pedestrian facilities are unified as a single entity providing complete access including public spaces	A
Pedestrian facilities are continuous and buffered from vehicle traffic with landscaping	B
Pedestrian facilities are on both sides of the street, but may not meet current standards	C
Pedestrian facility exists on only one side of street; breaks or breaches may exist	D
Pedestrian facility exists but has significant condition problems	E
No pedestrian facility exists	F

Source: City of Fort Collins Pedestrian Plan

3. **Street Crossings** are evaluated to assess the conditions of street intersections and pedestrian facilities present. Safe intersection conditions for pedestrians are necessary for a walkable community. The fewer vehicle lanes a pedestrian must cross, the lower the risk of conflicts. The Naples Park community has a benefit in that all neighborhood intersections within the Study Area are limited to two lanes of vehicle traffic. The non-signalized intersections of the 800 blocks intersecting with Tamiami Trail as the high cross street were assigned the lowest PLOS due to presence of 6 or more lanes to cross.



Seven attributes listed below were assessed for each intersection in the Study Area to arrive at Street Crossing PLOS. Presence of each of the following attributes equates to 1 point.

- Delineated crosswalk
- Vehicular traffic signal
- Pedestrian traffic signal
- Street lighting
- Signage for pedestrians
- Unobstructed view from motorists to pedestrians
- Curb ramps for pedestrians

Total Street Crossing Attributes	Street Crossing Pedestrian Level of Service (PLOS)
5+	A
4	B
3	C
2	D
1	E
0	F

The total points per intersection determine the corresponding Street Crossings PLOS for the intersection, as shown in the table above.

4. **Visual interest and amenities** are relevant in assessing the pedestrian realm as a measure of walkability. The presence of visually interesting features and pedestrian amenities, such as art, pedestrian oriented building design, benches, decorative paving and pedestrian level lighting, enhance the pedestrian environment for people of all ages and abilities. When the built environment is designed to be pedestrian oriented, it provides a visual cue to both motorists and pedestrians. Motorists are more aware that walking is accommodated along the street, and pedestrians are more comfortable.

Five attributes listed below were assessed for each segment in the Study Area to determine the Visual Interest and Amenities PLOS. Each of the following attributes equates to 1 point:

- Building frontages that are oriented toward the public right-of-way
- Benches
- Decorative pavement
- Shade trees along the street
- Pedestrian level lighting

Total Visual Interest & Amenities Attributes	Street Crossing Pedestrian Level of Service (PLOS)
5	A
4	B
3	C
2	D
1	E
0	F

The total points per segment determine the corresponding Visual Interest and Amenities PLOS for the segment, as shown in the table to the right.

5. **Security** is a measurement of the degree to which pedestrians can walk free of hazards. Hazards for pedestrians may be in the form of vulnerability to crime and vulnerability to injury. Walkability is limited in settings where the surroundings are perceived as unsafe due to lack of visibility, darkness at night, and sightline obstructions that put pedestrians at risk of conflict with bicycles or automobiles.

Five qualifiers listed below were assessed for each segment in the Study Area to determine the Security PLOS. Each of the affirmed qualifiers equates to 1 point:

- Is the public realm of the street active with pedestrians to enhance the sense of security?
- Are the occupants of buildings along the street actively engaged with the public realm of the street?
- Is the public realm of the street visible to residents or shops along the street?
- Is lighting adequate for safe nighttime walking?
- Are lines of sight clear between motorists and pedestrians?

Total Security Qualifiers	Security Pedestrian Level of Service (PLOS)
5	A
4	B
3	C
2	D
1	E
0	F

The total points per segment determine the corresponding Security PLOS for the segment, as shown in the table to the above.

For a graphic depiction of the PLOS outcomes, refer to Exhibits 1 through 5 labeled Directness, Continuity, Street Crossings, Visual Interest and Amenities, and Security. Exhibit 6 labeled Cumulative Level of Service depicts the combined average of outcomes for all five PLOS categories per segment.

PUBLIC INPUT

Members of the Naples Park Community were engaged throughout the Study process. After an initial Stakeholder Meeting early in the data collection process, a Community Meeting was held on April 3, 2013 to gather public input on the existing conditions inventory and preliminary pedestrian priorities. There were also opportunities for public input at advertised public meetings of the Pathway Advisory Committee and MPO Board on the following dates:

- April 12, 2013 MPO Board Meeting
- April 26, 2013 PAC Meeting
- May 24, 2013 PAC Meeting
- June 14, 2013 MPO Board Meeting

Comments made during these meetings were documented, and public input was also provided on written comment forms distributed by the MPO. Over 80 public comment forms were documented; see the table to the right for a tally of the feedback. **The prevailing theme of comments among those who provided input was that new sidewalks are not needed in the Naples Park community, and a greater amount of public involvement is imperative to engage all Naples Park residents in any future planning effort.**

Response	Percent of Respondents
No sidewalks in Naples Park	34%
No sidewalks on avenues	31%
Support street lighting	21%
Agree with pedestrian/bike improvements in Naples Park	12%
Vehicle speed concerns	9%
Support bike lanes	8%
Support sidewalks on 111th Ave	4%
Question the need for sidewalks in Naples Park	3%
Sidewalks needed on Vanderbilt Drive	2%
Vehicle speed on 8th Ave	2%
Sidewalks needed north/south roads	2%
Sidewalks needed on avenues	2%
Support sidewalks on 97th Ave	1%
Support sidewalks on 800 block of 99th Ave North	1%
Support sidewalks on 105th Ave	1%
Support sidewalks on the 500 block of 106th Ave	1%
Support sidewalks on 108th Ave	1%
No paved shoulder	1%



PRIORITIES

Preliminary priorities were developed according to the priority scoring system used in prior Walkable Community Studies of the Collier MPO. These priorities factored the following criteria:

- Crash incidents
- Proximity (within ¼ mile) to parks, commercial areas, transit stops
- Existence of stop signs on cross streets
- Special emphasis on proximity to schools (within ¼ mile)
- Planned transportation improvements scheduled

The scoring system assigned points to each segment within the Study Area for each of the criteria as follows:

- 1 point per crash incident
- 1 point per destination within ¼ mile
- 1 point for existence of stop signs on cross streets
- 5 points for segments with Elementary School within ¼ mile
- 5 points for location of middle or high school bus stop
- 5 points for segments with a planned transportation improvement scheduled

Each segment had a total score reflecting the sum of points attributable to the segment. Total scores ranged from 0 to 19. The total scores were sorted to determine those segments with the highest totals as the highest priorities for improvements. The result is a concentration of the segments in proximity to Naples Park Elementary School. The segments in proximity to the Elementary School have been deemed the focus of the Naples Park priorities. This is consistent with accepted principles of prioritization, as stated in the University of South Florida Center for Urban Transportation Research's *Mobility Review Guide*, March 2011:

Highest priority for improvements should be given to locations with high concentrations of pedestrian activity and where connections are needed to ensure easy access between transportation modes, with *particular attention to bicycle and pedestrian access to schools*, transit stops and regional greenway or trail systems. (*italics added for emphasis*)

The priority locations for improvements are along 111th Avenue and three blocks of 7th Street in proximity to Naples Park Elementary School, as depicted on the Priority Segments Map.

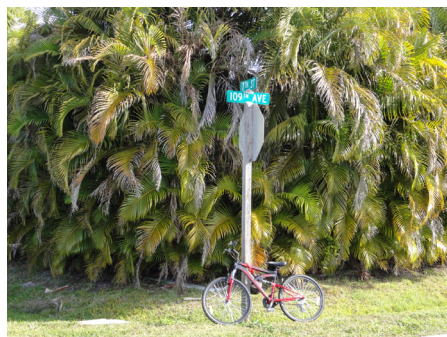
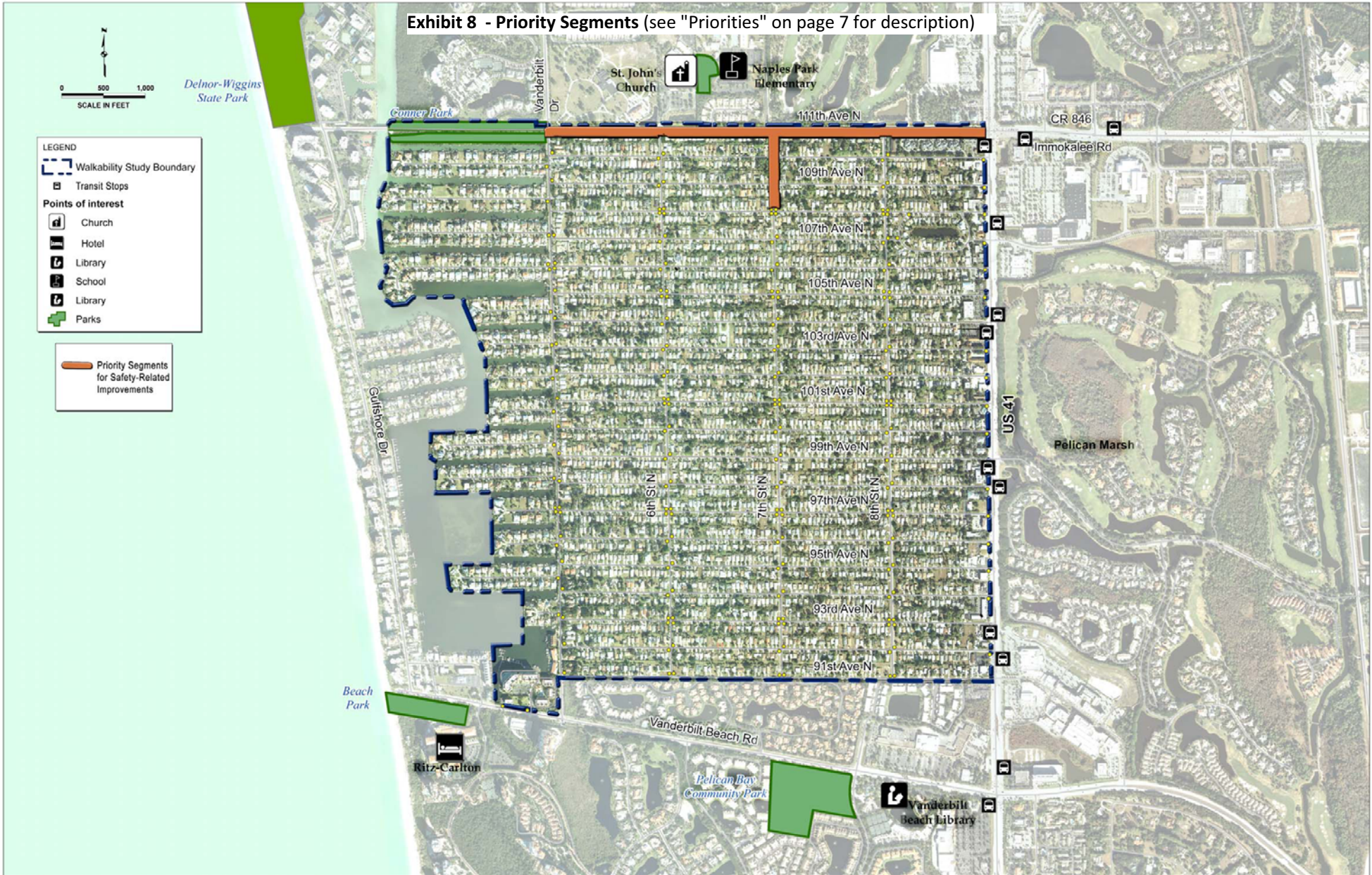


Exhibit 8 - Priority Segments (see "Priorities" on page 7 for description)



Naples Park Walkable Community Study

Priority Segments

APPENDIX



Exhibit A - Existing Pedestrian Facilities (see "Existing Conditions Inventory" on page 3 for description)



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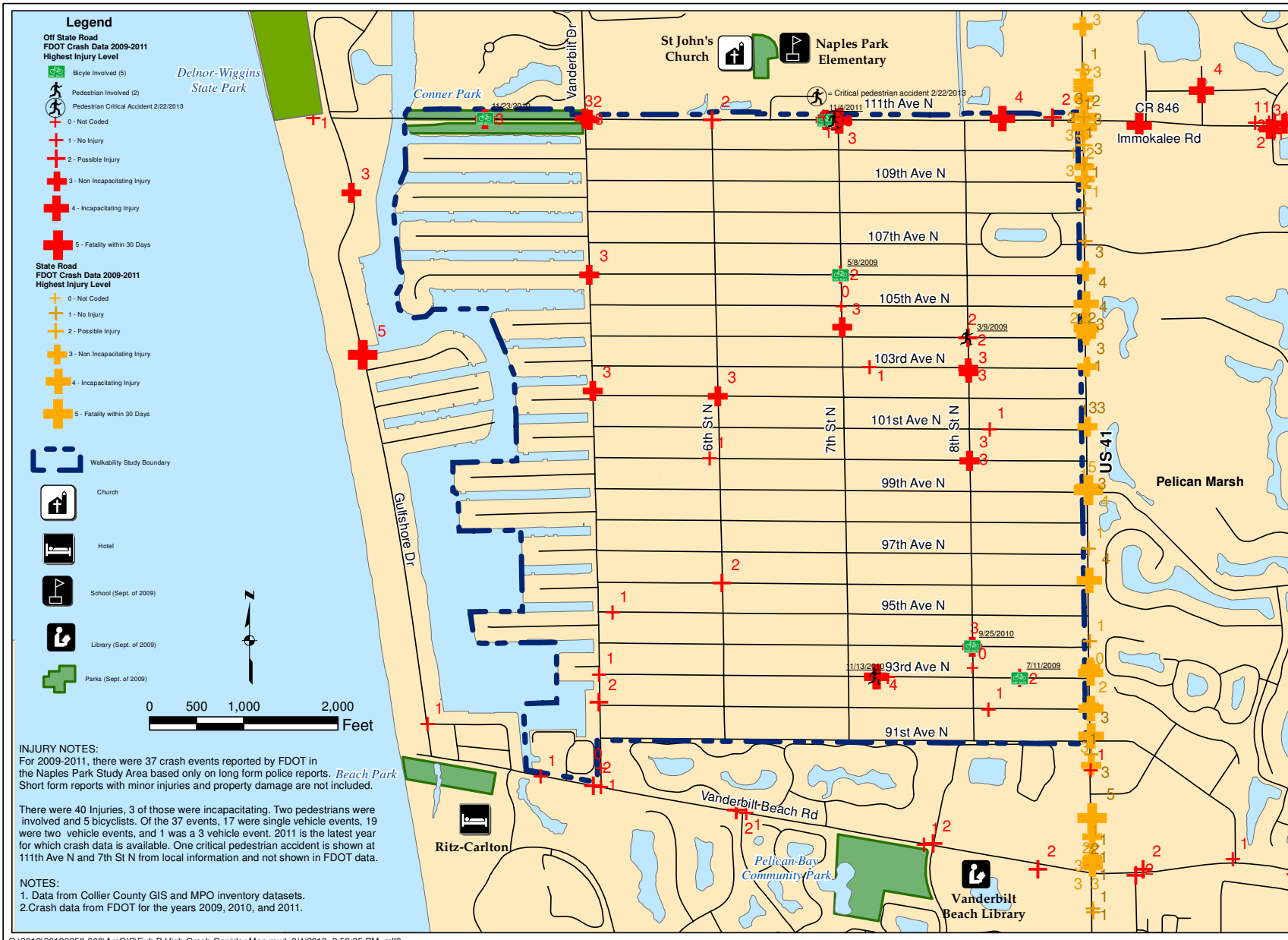
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Existing Pedestrian Facilities

SHEET NUMBER
Exh A

Exhibit B - High Crash Corridors (see "Existing Conditions Inventory" on page 3 for description)



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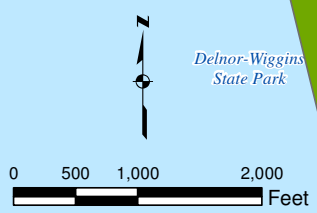
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High Crash Corridors

SHEET NUMBER
Exh B

Exhibit C - Bus Routes (see "Existing Conditions Inventory" on page 3 for description)



- Legend**
- Bus Stops
 - Collier Bus Routes
 - Walkability Study Boundary
- Points of interest**
- Church
 - Hotel
 - School (Sept. of 2009)
 - Library (Sept. of 2009)
 - Parks (Sept. of 2009)

NOTES:
 1. Data from Collier County GIS and MPO inventory datasets.
 2. Bus data shown from the CAT Bus Stops Online Feb. 2013

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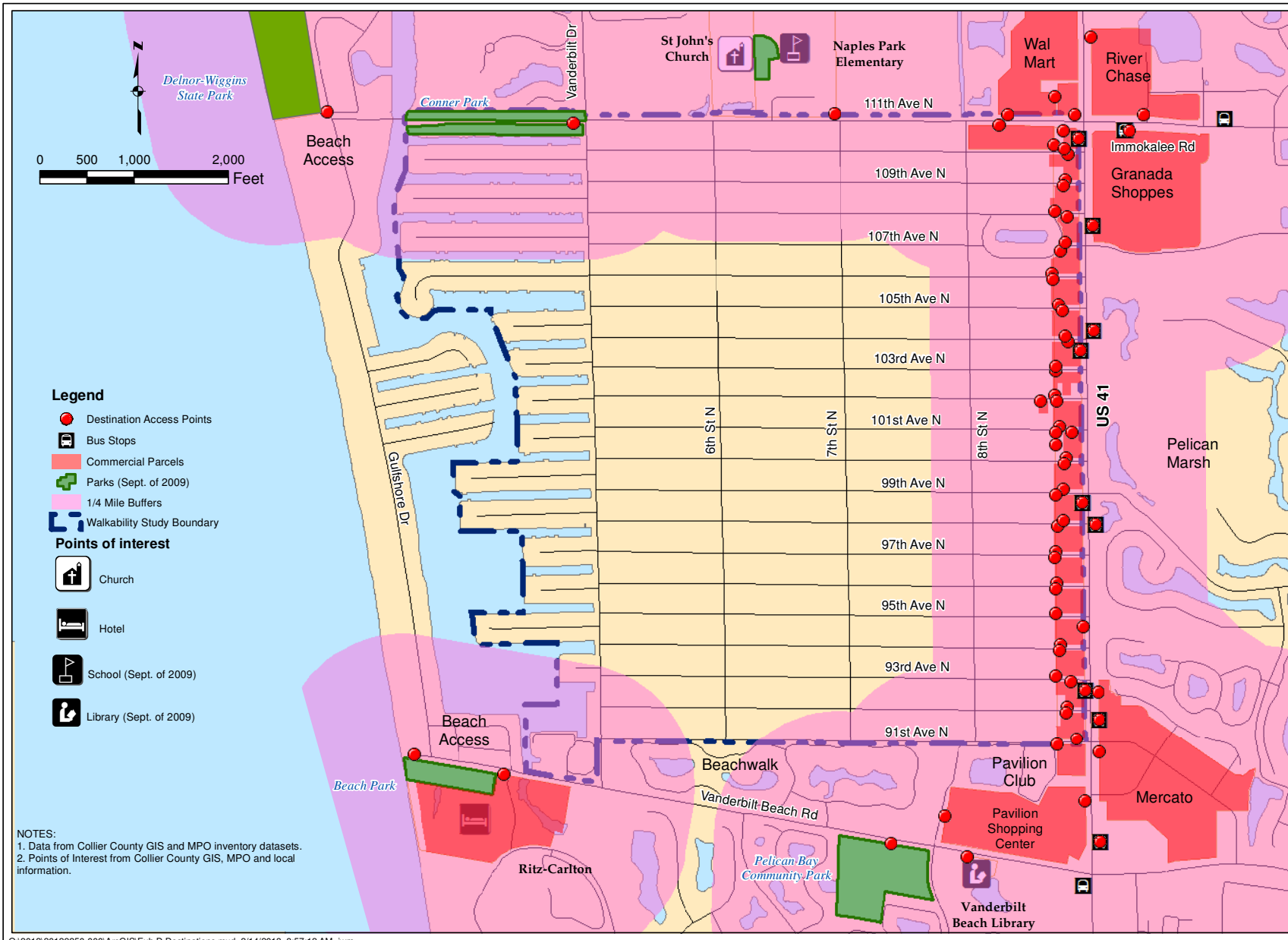
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Bus Routes

SHEET NUMBER
 Exh C

Exhibit D - Destinations (see "Existing Conditions Inventory" on page 3 for description)



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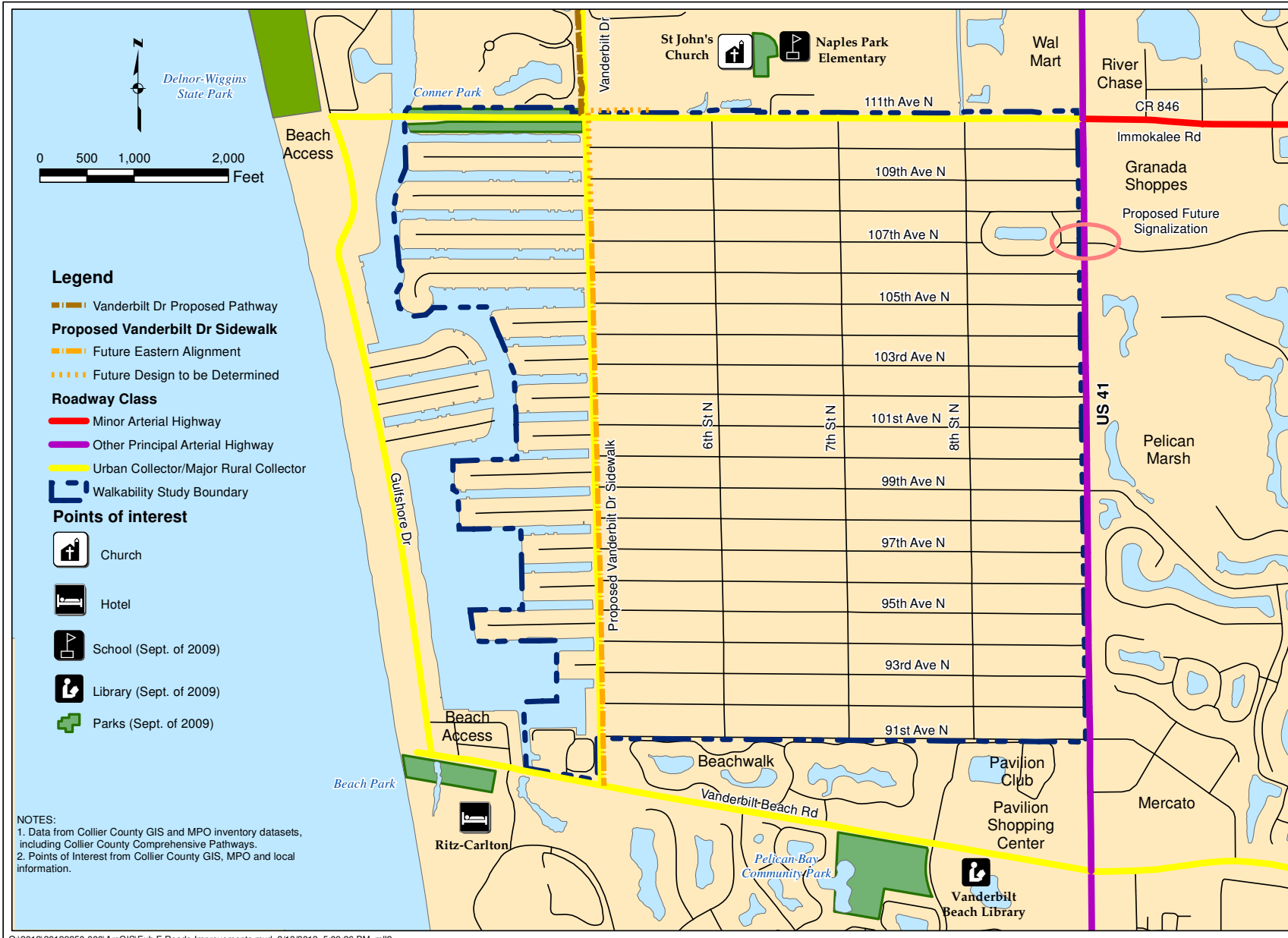
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Destinations Map

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Exh D

Exhibit E - Significant Roadways and Improvements (see "Existing Conditions Inventory" on page 3 for description)



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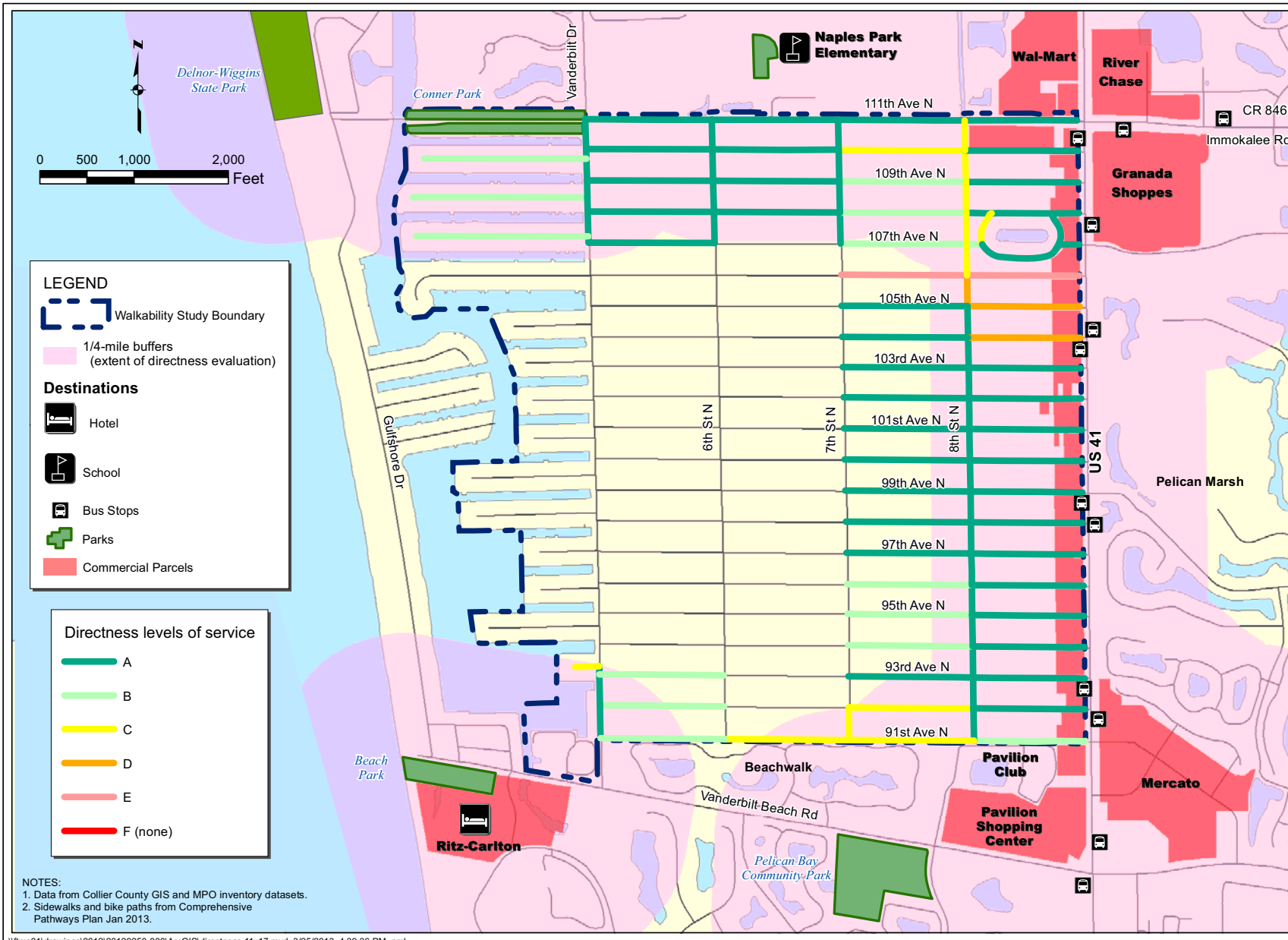
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Significant Roadways and Improvements

SHEET NUMBER
Exh E

Exhibit 1 - Directness Level of Service (see page 4 for description)



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NO.	DATE	DESCRIPTION

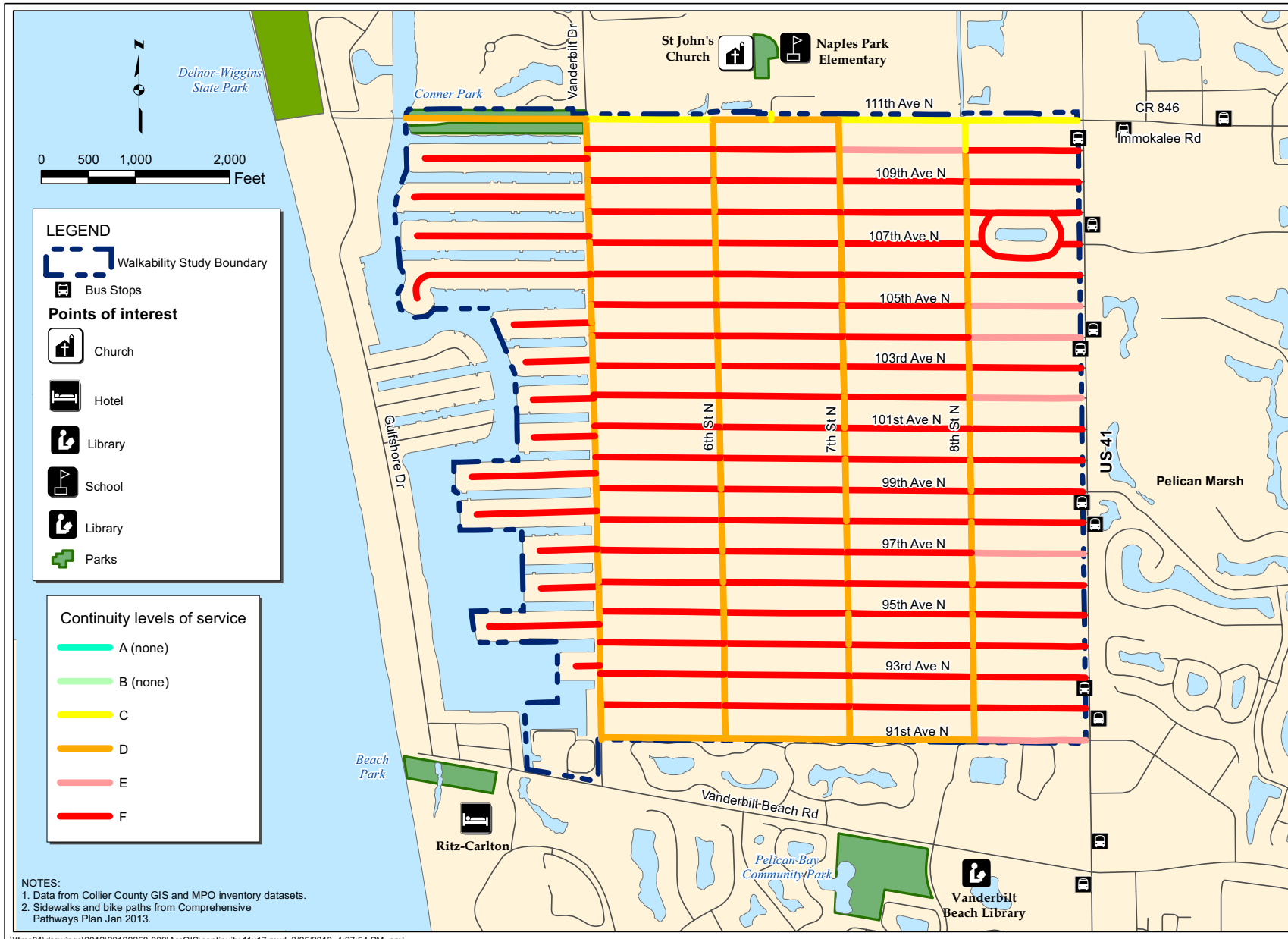
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Directness

SHEET NUMBER

1

Exhibit 2 - Continuity Level of Service (see page 4 for description)



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NO.	REVISIONS DESCRIPTION	DATE

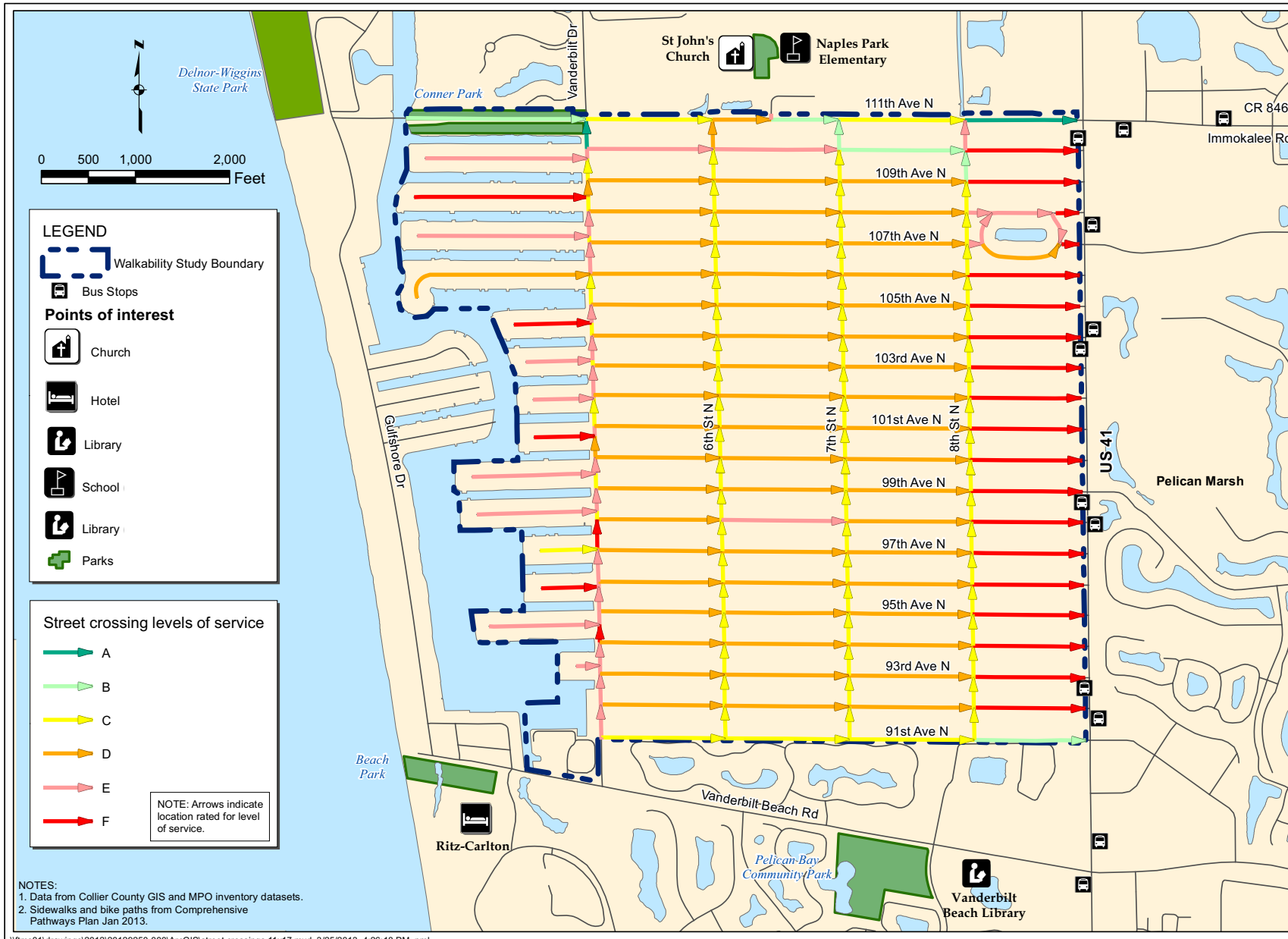
DATE: February 2013
 PROJECT NO.: 20129250-000
 FILE NO.: 00-00-00
 SCALE: As Shown

Continuity

SHEET NUMBER

2

Exhibit 3 - Street Crossings Level of Service (see page 5 for description)



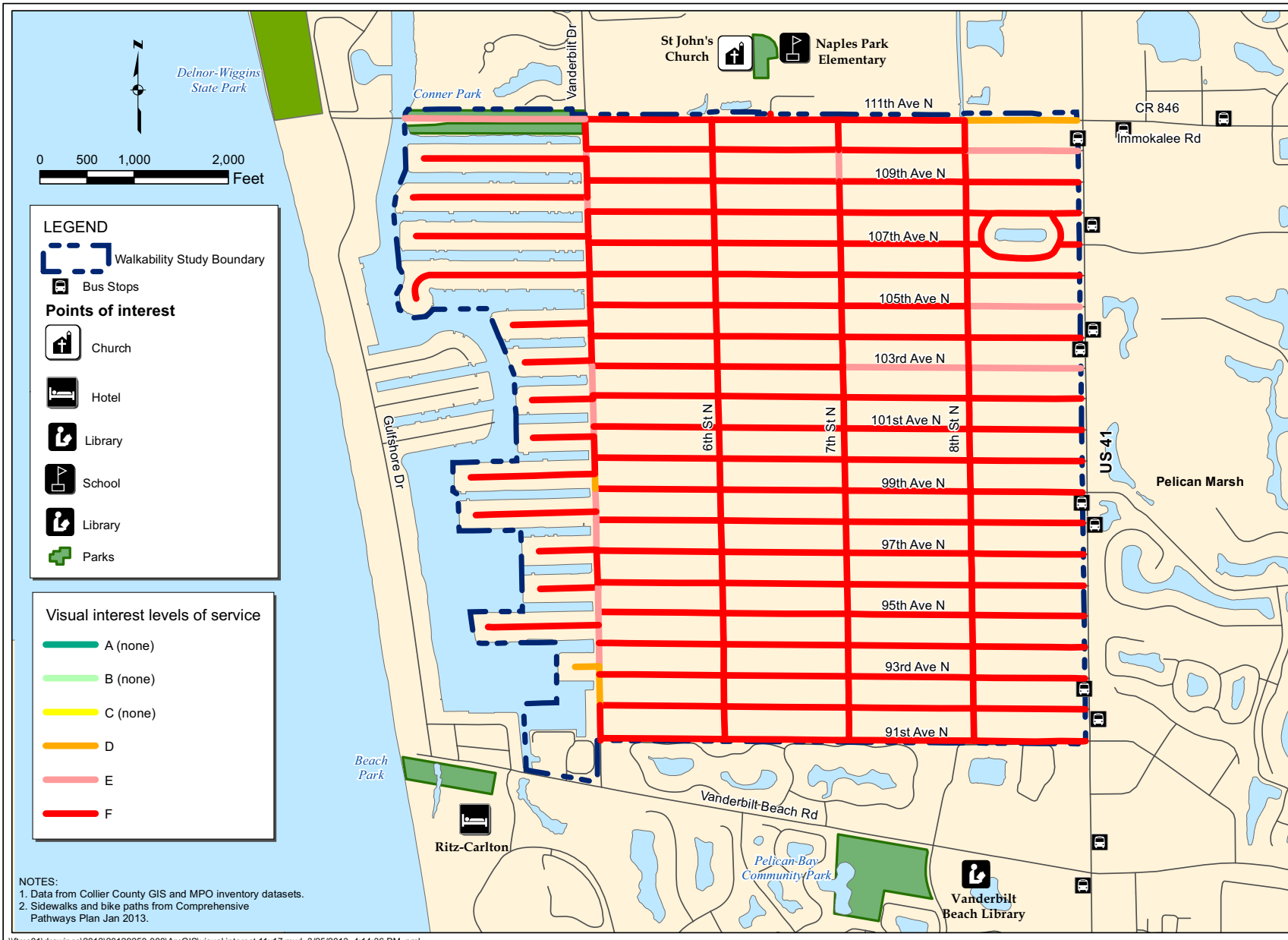
NO.	DATE	DESCRIPTION

DATE: February 2013
 PROJECT NO.: 20129250-000
 FILE NO.: 00-00-00
 SCALE: As Shown

Street Crossings

SHEET NUMBER
3

Exhibit 4 - Visual Interest and Amenities Level of Service (see page 5 for description)



LEGEND

- Walkability Study Boundary
- Bus Stops

Points of interest

- Church
- Hotel
- Library
- School
- Library
- Parks

Visual interest levels of service

- A (none)
- B (none)
- C (none)
- D
- E
- F

NOTES:
 1. Data from Collier County GIS and MPO inventory datasets.
 2. Sidewalks and bike paths from Comprehensive Pathways Plan Jan 2013.

JOHNSON ENGINEERING
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Collier Metropolitan Planning Organization

Naples Park Walkability Study
 Collier County, Florida

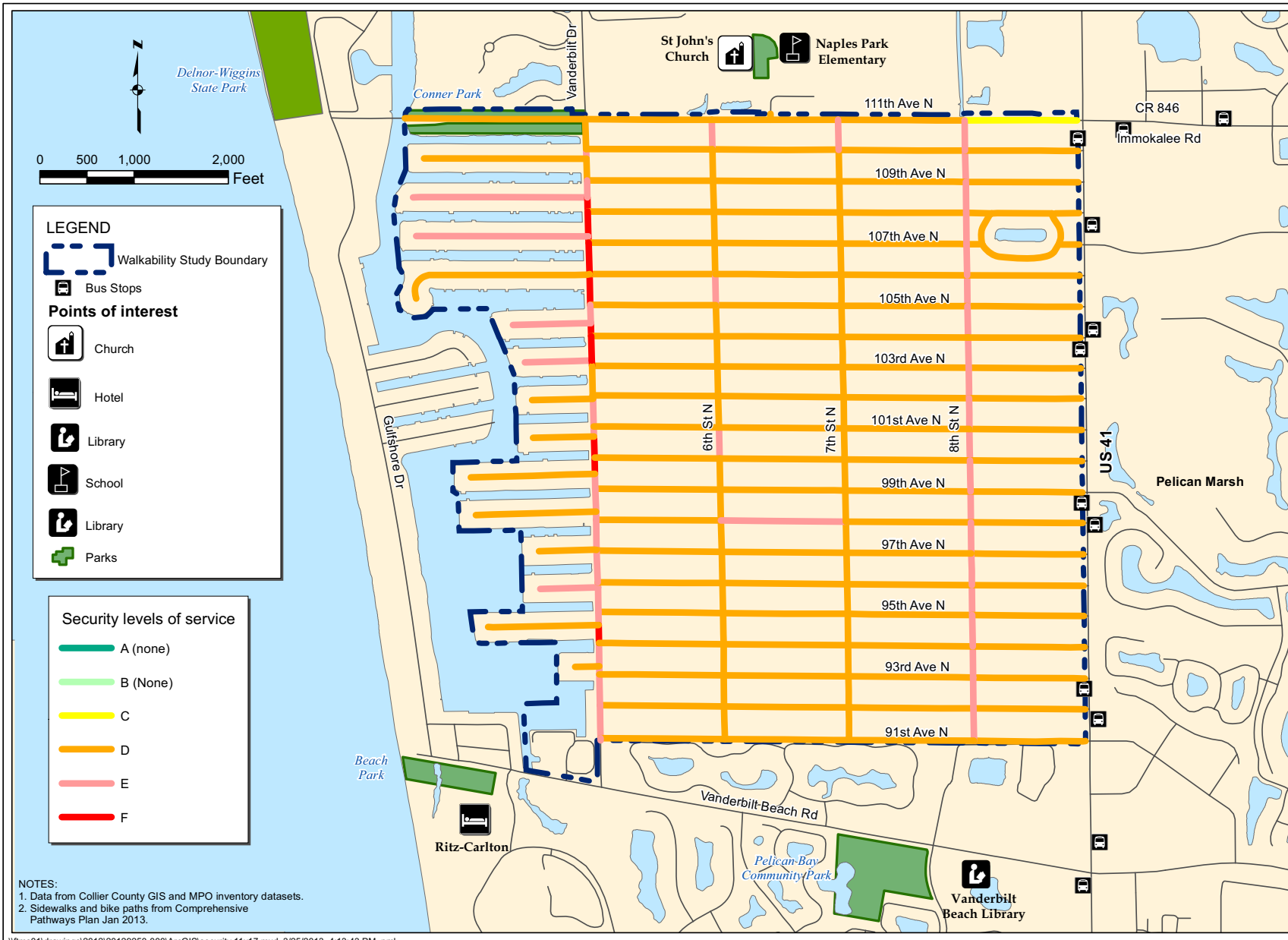
NO.	REVISIONS DESCRIPTION	DATE

DATE: February 2013
 PROJECT NO.: 2012/250-000
 FILE NO.: 00-00-00
 SCALE: As Shown

Visual Interest and Amenities

SHEET NUMBER
4

Exhibit 5 - Security Level of Service (see page 6 for description)



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Naples Park Walkability Study
 Collier County, Florida

NO.	REVISIONS DESCRIPTION	DATE

DATE: February 2013
 PROJECT NO.: 20129250-000
 FILE NO.: 00-00-00
 SCALE: As Shown

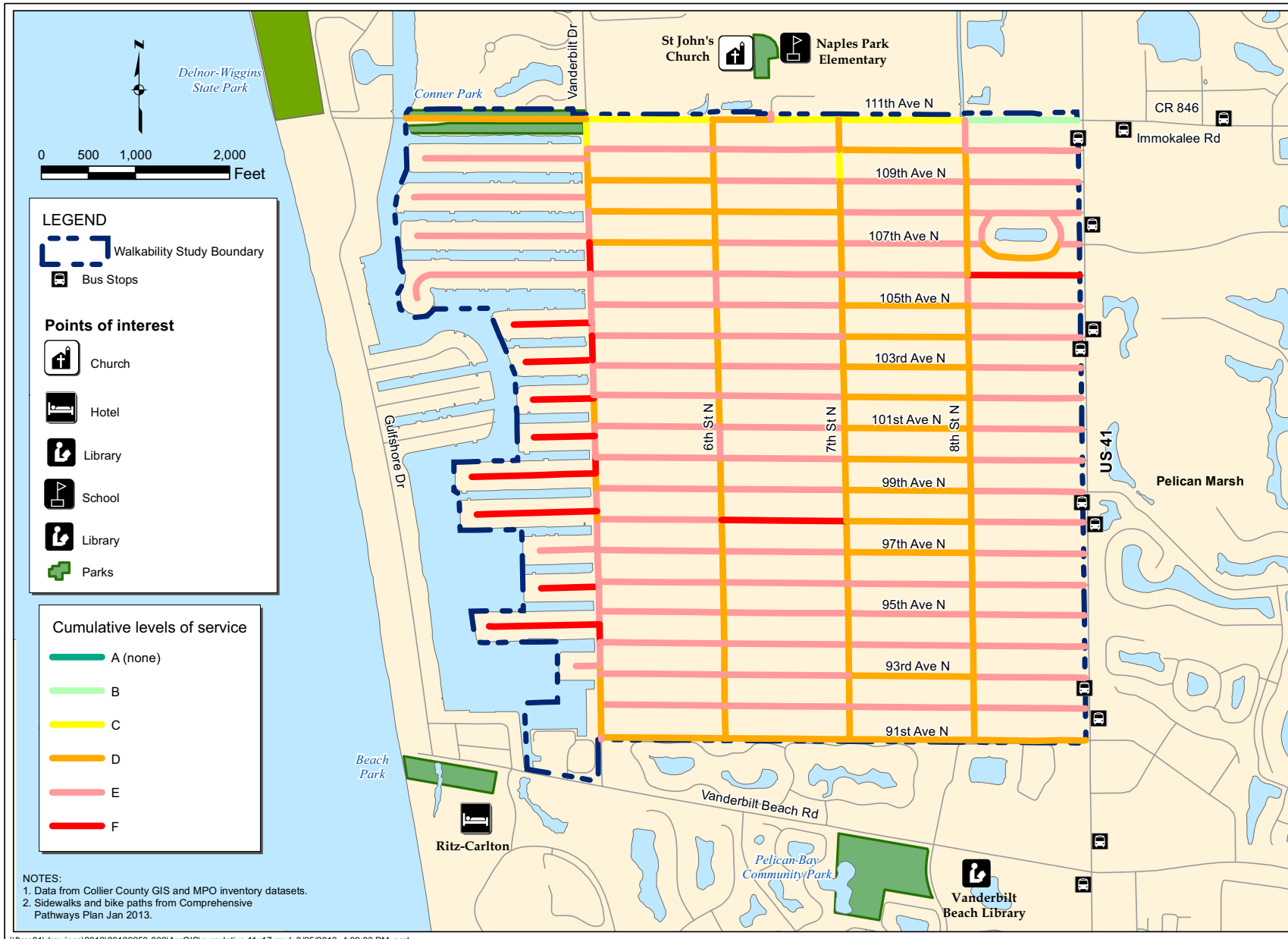
Security

SHEET NUMBER

5

NOTES:
 1. Data from Collier County GIS and MPO inventory datasets.
 2. Sidewalks and bike paths from Comprehensive Pathways Plan Jan 2013.

Exhibit 6 - Cumulative Level of Service (see page 6 for description)



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Naples Park Walkability Study
 Collier County, Florida

NO.	DATE	DESCRIPTION

DATE: February 2013
 PROJECT NO.: 20129250-000
 FILE NO.: 00-00-00
 SCALE: As Shown

Cumulative Level of Service

SHEET NUMBER
6

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**EXHIBIT 7
NAPLES PARK WALKABLE COMMUNITY STUDY
PRIORITY SCORING**

(referenced on page 7 of Report)

The determination of the Tier 1 priority segments reflects a singular priority of school-related safety that could be supported by a consensus of the community members who participated in the Study and the MPO Board, and helps direct future improvements to support safety and walkability within the vicinity of Naples Park Elementary School in coordination with Collier County Public Schools and Collier County Transportation when funding becomes available. All other segments listed are not prioritized at this time.

TIER_NO	NAME	LOW_CROSS	HIGH_CROSS	MILES	Cummulative LOS	Crash Score	Destination Score	Bonus Elementary School Score	Bonus Middle School Bus Stop Score	Bonus High School Bus Stop Score	Public Transit Score	Stop Sign/Light Score	Planned Improvements Score	Public Input Score	Total Score
1	VANDERBILT DR	92ND AVE N	93RD AVE N	0.06242165	D	2	1	0	5	5	0	1	5	0	19
1	111TH AVE N	6TH ST N	SOLIEL DR	0.11835947	D	0	1	5	5	0	0	1	5	0	17
	VANDERBILT DR	96TH AVE N	97TH AVE N	0.06477236	E	0	0	0	5	5	0	1	5	0	16
1	111TH AVE N	VANDERBILT DR	6TH ST N	0.25471291	C	1	1	5	0	0	0	1	5	0	13
1	111TH AVE N	SOLIEL DR	7TH ST N	0.13571338	C	6	1	5	0	0	0	1	0	0	13
	8TH ST	96TH AVE N	97TH AVE N	0.06267849	D	0	1	0	5	5	1	1	0	0	13
1	111TH AVE N	8TH ST N	TAMIAMI TRL N	0.22608729	B	4	1	5	0	0	1	1	0	0	12
1	7TH ST	110TH AVE N	111TH AVE N	0.06064760	D	6	1	5	0	0	0	0	0	0	12
1	7TH ST	108TH AVE N	109TH AVE N	0.06270122	D	0	1	5	5	0	0	1	0	0	12
1	7TH ST	109TH AVE N	110TH AVE N	0.06205990	C	0	1	5	0	5	0	1	0	0	12
	99TH AVE N	8TH ST N	TAMIAMI TRL N	0.22515136	E	4	1	0	0	0	1	1	5	0	12
	VANDERBILT DR	HERON AVE	109TH AVE N	0.03441126	D	0	1	0	0	5	0	1	5	0	12
	VANDERBILT DR	108TH AVE N	HERON AVE	0.02802899	D	0	1	0	5	0	0	1	5	0	12
	7TH ST	103RD AVE N	104TH AVE N	0.06018182	D	0	0	0	5	5	0	1	0	0	11
	VANDERBILT DR	110TH AVE N	111TH AVE N	0.05962324	C	4	1	0	0	0	0	1	5	0	11
	VANDERBILT DR	103RD AVE N	104TH AVE N	0.04959367	E	0	0	0	0	5	0	1	5	0	11
	VANDERBILT DR	104TH AVE N	SEABEE AVE	0.02584975	E	0	0	0	5	0	0	1	5	0	11
	VANDERBILT DR	100TH AVE N	WILLETT AVE	0.04267883	E	0	0	0	5	0	0	1	5	0	11
	107TH AVE N	8TH CT E	TAMIAMI TR N	0.03609747	E	1	1	0	0	0	1	0	5	0	8
	108TH AVE N	7TH ST N	8TH ST N	0.25370158	D	0	1	5	0	0	1	1	0	0	8
	8TH ST	100TH AVE N	101ST AVE N	0.06266214	D	0	1	0	5	0	1	1	0	0	8
	8TH ST	104TH AVE N	105TH AVE N	0.06272271	D	0	1	0	5	0	1	1	0	0	8
	8TH ST	91ST AVE N	92ND AVE N	0.06509128	D	0	1	0	5	0	1	1	0	0	8
	108TH AVE N	VANDERBILT DR	6TH ST N	0.25397297	D	0	1	5	0	0	0	1	0	0	7
	108TH AVE N	6TH ST N	7TH ST N	0.25336985	D	0	1	5	0	0	0	1	0	0	7
	109TH AVE N	7TH ST N	8TH ST N	0.25394186	D	0	1	5	0	0	1	0	0	0	7
	110TH AVE N	7TH ST N	8TH ST N	0.25413900	D	0	1	5	0	0	1	0	0	0	7
	111TH AVE N	7TH ST N	8TH ST N	0.25420117	C	0	1	5	0	0	0	1	0	0	7
	6TH ST	110TH AVE N	111TH AVE N	0.05980437	D	1	1	5	0	0	0	0	0	0	7
	6TH ST	107TH AVE N	108TH AVE N	0.06247981	D	0	1	5	0	0	0	1	0	0	7
	6TH ST	108TH AVE N	109TH AVE N	0.06250619	D	0	1	5	0	0	0	1	0	0	7
	6TH ST	109TH AVE N	110TH AVE N	0.06235156	D	0	1	5	0	0	0	1	0	0	7
	7TH ST	107TH AVE N	108TH AVE N	0.06259704	D	0	1	5	0	0	0	1	0	0	7
	7TH ST	91ST AVE N	92ND AVE N	0.06558136	D	0	1	0	0	5	0	1	0	0	7
	VANDERBILT DR	102ND AVE N	103RD AVE N	0.05951652	D	1	0	0	0	0	0	1	5	0	7
	VANDERBILT DR	105TH AVE N	106TH AVE N	0.06177952	E	1	0	0	0	0	0	1	5	0	7
	VANDERBILT DR	106TH AVE N	107TH AVE N	0.06332399	E	0	1	0	0	0	0	1	5	0	7
	VANDERBILT DR	EGRET AVE	108TH AVE N	0.04981388	D	0	1	0	0	0	0	1	5	0	7
	VANDERBILT DR	FLAMINGO AVE	110TH AVE N	0.01873417	D	0	1	0	0	0	0	1	5	0	7
	VANDERBILT DR	VANDERBILT BEACH RD	91ST AVE N	0.00451487	E	1	0	0	0	0	0	1	5	0	7
	VANDERBILT DR	91ST AVE N	92ND AVE N	0.06588027	D	0	1	0	0	0	0	1	5	0	7
	VANDERBILT DR	PALM CT	94TH AVE N	0.04683219	E	0	1	0	0	0	0	1	5	0	7
	VANDERBILT DR	107TH AVE N	EGRET AVE	0.01278900	D	0	1	0	0	0	0	1	5	0	7
	VANDERBILT DR	109TH AVE N	FLAMINGO AVE	0.04378855	D	0	1	0	0	0	0	1	5	0	7
	VANDERBILT DR	93RD AVE N	PALM CT	0.01589847	D	0	1	0	0	0	0	1	5	0	7
	101ST AVE N	8TH ST N	TAMIAMI TRL N	0.22558379	E	4	1	0	0	0	1	0	0	0	6
	104TH AVE N	8TH ST N	TAMIAMI TRL N	0.22567964	E	4	1	0	0	0	1	0	0	0	6
	109TH AVE N	VANDERBILT DR	6TH ST N	0.25417392	D	0	1	5	0	0	0	0	0	0	6
	109TH AVE N	6TH ST N	7TH ST N	0.25374860	D	0	1	5	0	0	0	0	0	0	6
	110TH AVE N	VANDERBILT DR	6TH ST N	0.25438772	E	0	1	5	0	0	0	0	0	0	6
	110TH AVE N	6TH ST N	7TH ST N	0.25360196	D	0	1	5	0	0	0	0	0	0	6

**EXHIBIT 7
NAPLES PARK WALKABLE COMMUNITY STUDY
PRIORITY SCORING**

(referenced on page 7 of Report)

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	7TH ST	106TH AVE N	107TH AVE N	0.06281037	D	0	0	0	0	5	0	1	0	0	6
	7TH ST	94TH AVE N	95TH AVE N	0.06284672	D	0	0	0	5	0	0	1	0	0	6
	7TH ST	96TH AVE N	97TH AVE N	0.06241900	D	0	0	0	0	5	0	1	0	0	6
	7TH ST	97TH AVE N	98TH AVE N	0.06253220	D	0	0	0	5	0	0	1	0	0	6
	8TH ST	93RD AVE N	94TH AVE N	0.06257589	D	3	1	0	0	0	1	1	0	0	6
	BLUEBILL AVE	BLUEBILL AVE	VANDERBILT DR	0.36248961	D	4	1	0	0	0	0	1	0	0	6
	VANDERBILT DR	TRADE WINDS AVE	100TH AVE N	0.03292841	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	WILLETT AVE	101ST AVE N	0.01975127	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	SEAGULL AVE	102ND AVE N	0.00676103	D	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	SEABEE AVE	105TH AVE N	0.03652042	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	OAK AVE	95TH AVE N	0.02623525	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	95TH AVE N	96TH AVE N	0.04940878	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	PINE AVE	97TH AVE N	0.00995750	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	97TH AVE N	98TH AVE N	0.06058446	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	LAGOON AVE	99TH AVE N	0.04616001	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	103RD AVE N	GERMAIN AVE	0.00980764	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	98TH AVE N	LAGOON AVE	0.01618659	D	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	94TH AVE N	OAK AVE	0.03616596	E	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	101ST AVE N	SEAGULL AVE	0.05590406	D	0	0	0	0	0	0	1	5	0	6
	VANDERBILT DR	99TH AVE N	TRADEWINDS AVE	0.02964354	D	0	0	0	0	0	0	1	5	0	6
	8TH ST	99TH AVE N	100TH AVE N	0.06255948	D	2	1	0	0	0	1	1	0	0	5
	8TH ST	102ND AVE N	103RD AVE N	0.06090783	D	2	1	0	0	0	1	1	0	0	5
	8TH ST	103RD AVE N	104TH AVE N	0.06045982	D	2	1	0	0	0	1	1	0	0	5
	91ST AVE N	8TH ST N	TAMIAMI TRL N	0.22423291	D	2	1	0	0	0	1	1	0	0	5
	103RD AVE N	7TH ST N	8TH ST N	0.25279707	D	2	1	0	0	0	1	0	0	0	4
	103RD AVE N	8TH ST N	TAMIAMI TRL N	0.22551575	D	2	1	0	0	0	1	0	0	0	4
	104TH AVE N	7TH ST N	8TH ST N	0.25339343	D	2	1	0	0	0	1	0	0	0	4
	109TH AVE N	8TH ST N	TAMIAMI TRL N	0.22646257	E	2	1	0	0	0	1	0	0	0	4
	110TH AVE N	8TH ST N	TAMIAMI TRL N	0.22708726	D	2	1	0	0	0	1	0	0	0	4
	92ND AVE N	8TH ST N	TAMIAMI TRL N	0.22456895	E	2	1	0	0	0	1	0	0	0	4
	93RD AVE N	8TH ST N	TAMIAMI TRL N	0.22467043	E	2	1	0	0	0	1	0	0	0	4
	93RD AVE N	7TH ST N	8TH ST N	0.25049756	D	1	1	0	0	0	1	1	0	0	4
	100TH AVE N	7TH ST N	8TH ST N	0.25168709	D	1	1	0	0	0	1	0	0	0	3
	101ST AVE N	7TH ST N	8TH ST N	0.25197110	D	0	1	0	0	0	1	1	0	0	3
	105TH AVE N	8TH ST N	TAMIAMI TRL N	0.22596234	E	1	1	0	0	0	1	0	0	0	3
	105TH AVE N	7TH ST N	8TH ST N	0.25325777	D	0	1	0	0	0	1	1	0	0	3
	106TH AVE N	8TH ST N	TAMIAMI TRL N	0.22602820	E	1	1	0	0	0	1	0	0	0	3
	108TH AVE N	8TH CT E	TAMIAMI TR N	0.05382093	E	1	1	0	0	0	1	0	0	0	3
	108TH AVE N	8TH CT W	8TH CT E	0.12167127	D	0	1	0	0	0	1	1	0	0	3
	7TH ST	105TH AVE N	106TH AVE N	0.06232858	D	2	0	0	0	0	0	1	0	0	3
	7TH ST	104TH AVE N	105TH AVE N	0.06237712	D	2	0	0	0	0	0	1	0	0	3
	8TH ST	101ST AVE N	102ND AVE N	0.06220028	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	105TH AVE N	106TH AVE N	0.06221044	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	106TH AVE N	107TH AVE N	0.06246374	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	107TH AVE N	108TH AVE N	0.06274220	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	108TH AVE N	109TH AVE N	0.06213936	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	109TH AVE N	110TH AVE N	0.06271769	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	110TH AVE N	111TH AVE N	0.06071775	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	92ND AVE N	93RD AVE N	0.06226989	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	94TH AVE N	95TH AVE N	0.06262497	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	95TH AVE N	96TH AVE N	0.06050332	D	0	1	0	0	0	1	1	0	0	3

**EXHIBIT 7
NAPLES PARK WALKABLE COMMUNITY STUDY
PRIORITY SCORING**

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	8TH ST	97TH AVE N	98TH AVE N	0.06243323	D	0	1	0	0	0	1	1	0	0	3
	8TH ST	98TH AVE N	99TH AVE N	0.06236751	D	0	1	0	0	0	1	1	0	0	3
	91ST AVE N	7TH ST N	8TH ST N	0.25143248	D	0	1	0	0	0	1	1	0	0	3
	94TH AVE N	7TH ST N	8TH ST N	0.25037157	D	1	1	0	0	0	1	0	0	0	3
	94TH AVE N	8TH ST N	TAMIAMI TRL N	0.22461346	E	1	1	0	0	0	1	0	0	0	3
	96TH AVE N	8TH ST N	TAMIAMI TRL N	0.22458770	E	1	1	0	0	0	1	0	0	0	3
	97TH AVE N	8TH ST N	TAMIAMI TRL N	0.22495779	D	1	1	0	0	0	1	0	0	0	3
	97TH AVE N	7TH ST N	8TH ST N	0.25087509	D	0	1	0	0	0	1	1	0	0	3
	100TH AVE N	8TH ST N	TAMIAMI TRL N	0.22546828	E	0	1	0	0	0	1	0	0	0	2
	102ND AVE N	7TH ST N	8TH ST N	0.25203270	D	0	1	0	0	0	1	0	0	0	2
	102ND AVE N	8TH ST N	TAMIAMI TRL N	0.22569284	D	0	1	0	0	0	1	0	0	0	2
	105TH AVE N	6TH ST N	7TH ST N	0.25265518	E	1	0	0	0	0	0	1	0	0	2
	106TH AVE N	7TH ST N	8TH ST N	0.25312625	E	0	1	0	0	0	1	0	0	0	2
	107TH AVE N	8TH CT W	8TH CT E	0.17717721	D	0	1	0	0	0	1	0	0	0	2
	107TH AVE N	8TH ST N	8TH CT W	0.03160548	E	0	1	0	0	0	1	0	0	0	2
	107TH AVE N	7TH ST N	8TH ST N	0.25319570	D	0	1	0	0	0	1	0	0	0	2
	108TH AVE N	8TH ST N	8TH CT W	0.05090533	D	0	1	0	0	0	1	0	0	0	2
	6TH ST	101ST AVE N	102ND AVE N	0.06294850	D	1	0	0	0	0	0	1	0	0	2
	6TH ST	95TH AVE N	96TH AVE N	0.06036355	D	1	0	0	0	0	0	1	0	0	2
	8TH CT E	107TH AVE N	108TH AVE N	0.06695209	D	0	1	0	0	0	1	0	0	0	2
	8TH CT W	107TH AVE N	108TH AV N	0.06814154	E	0	1	0	0	0	1	0	0	0	2
	91ST AVE N	VANDERBILT DR	6TH ST N	0.25050542	D	0	1	0	0	0	0	1	0	0	2
	91ST AVE N	6TH ST N	7TH ST N	0.24970189	D	0	1	0	0	0	0	1	0	0	2
	92ND AVE N	7TH ST N	8TH ST N	0.25080457	E	0	1	0	0	0	1	0	0	0	2
	93RD AVE N	VANDERBILT DR	6TH ST N	0.25069103	D	0	1	0	0	0	0	1	0	0	2
	93RD AVE N	6TH ST N	7TH ST N	0.25051594	E	0	1	0	0	0	0	1	0	0	2
	95TH AVE N	7TH ST N	8TH ST N	0.25013008	D	0	1	0	0	0	1	0	0	0	2
	95TH AVE N	8TH ST N	TAMIAMI TRL N	0.22470537	E	0	1	0	0	0	1	0	0	0	2
	96TH AVE N	7TH ST N	8TH ST N	0.25075258	D	0	1	0	0	0	1	0	0	0	2
	98TH AVE N	7TH ST N	8TH ST N	0.25117167	D	0	1	0	0	0	1	0	0	0	2
	98TH AVE N	8TH ST N	TAMIAMI TRL N	0.22486496	E	0	1	0	0	0	1	0	0	0	2
	99TH AVE N	7TH ST N	8TH ST N	0.25152347	D	0	1	0	0	0	1	0	0	0	2
	CONNERS AVE		VANDERBILT DR	0.38492612	E	1	0	0	0	0	0	1	0	0	2
	100TH AVE N	VANDERBILT DR	6TH ST N	0.25182785	E	1	0	0	0	0	0	0	0	0	1
	101ST AVE N	VANDERBILT DR	6TH ST N	0.25237280	E	0	0	0	0	0	0	1	0	0	1
	101ST AVE N	6TH ST N	7TH ST N	0.25152354	E	0	0	0	0	0	0	1	0	0	1
	102ND AVE N	VANDERBILT DR	6TH ST N	0.25239482	E	1	0	0	0	0	0	0	0	0	1
	105TH AVE N	VANDERBILT DR	6TH ST N	0.25318120	E	0	0	0	0	0	0	1	0	0	1
	106TH AVE N	6TH ST N	7TH ST N	0.25311208	E	1	0	0	0	0	0	0	0	0	1
	107TH AVE N	VANDERBILT DR	6TH ST N	0.25377734	D	0	1	0	0	0	0	0	0	0	1
	6TH ST	99TH AVE N	100TH AVE N	0.06268294	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	100TH AVE N	101ST AVE N	0.06253545	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	102ND AVE N	103RD AVE N	0.05926032	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	103RD AVE N	104TH AVE N	0.05995826	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	104TH AVE N	105TH AVE N	0.06238001	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	105TH AVE N	106TH AVE N	0.06253545	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	106TH AVE N	107TH AVE N	0.06259971	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	91ST AVE N	92ND AVE N	0.06580918	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	92ND AVE N	93RD AVE N	0.06219422	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	93RD AVE N	94TH AVE N	0.06272684	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	94TH AVE N	95TH AVE N	0.06229425	D	0	0	0	0	0	0	1	0	0	1

**EXHIBIT 7
NAPLES PARK WALKABLE COMMUNITY STUDY
PRIORITY SCORING**

(referenced on page 7 of Report)

The determination of the Tier 1 priority segments reflects a singular priority of school-related safety that could be supported by a consensus of the community members who participated in the Study and the MPO Board, and helps direct future improvements to support safety and walkability within the vicinity of Naples Park Elementary School in coordination with Collier County Public Schools and Collier County Transportation when funding becomes available. All other segments listed are not prioritized at this time.

TIER_NO	NAME	LOW_CROSS	HIGH_CROSS	MILES	Cummulative LOS	Crash Score	Destination Score	Bonus Elementary School Score	Bonus Middle School Bus Stop Score	Bonus High School Bus Stop Score	Public Transit Score	Stop Sign/Light Score	Planned Improvements Score	Public Input Score	Total Score
	6TH ST	96TH AVE N	97TH AVE N	0.06242376	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	97TH AVE N	98TH AVE N	0.06260887	D	0	0	0	0	0	0	1	0	0	1
	6TH ST	98TH AVE N	99TH AVE N	0.06222461	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	101ST AVE N	102ND AVE N	0.06262602	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	99TH AVE N	100TH AVE N	0.06221791	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	100TH AVE N	101ST AVE N	0.06267753	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	102ND AVE N	103RD AVE N	0.06018416	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	92ND AVE N	93RD AVE N	0.06242120	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	93RD AVE N	94TH AVE N	0.06246785	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	95TH AVE N	96TH AVE N	0.05986299	D	0	0	0	0	0	0	1	0	0	1
	7TH ST	98TH AVE N	99TH AVE N	0.06265858	D	0	0	0	0	0	0	1	0	0	1
	92ND AVE N	VANDERBILT DR	6TH ST N	0.25044027	D	0	1	0	0	0	0	0	0	0	1
	95TH AVE N	VANDERBILT DR	6TH ST N	0.25117115	E	1	0	0	0	0	0	0	0	0	1
	96TH AVE N	VANDERBILT DR	6TH ST N	0.25102002	E	1	0	0	0	0	0	0	0	0	1
	97TH AVE N	VANDERBILT DR	6TH ST N	0.25241312	E	0	0	0	0	0	0	1	0	0	1
	97TH AVE N	6TH ST N	7TH ST N	0.25090807	E	0	0	0	0	0	0	1	0	0	1
	BAYSIDE AVE		VANDERBILT DR	0.11577119	E	0	0	0	0	0	0	1	0	0	1
	EGRET AVE		VANDERBILT DR	0.34648126	E	0	1	0	0	0	0	0	0	0	1
	FLAMINGO AVE		VANDERBILT DR	0.32639730	E	0	1	0	0	0	0	0	0	0	1
	HERON AVE		VANDERBILT DR	0.35059586	E	0	1	0	0	0	0	0	0	0	1
	PALM CT		VANDERBILT DR	0.04870027	D	0	1	0	0	0	0	0	0	0	1
	100TH AVE N	6TH ST N	7TH ST N	0.25152436	E	0	0	0	0	0	0	0	0	0	0
	102ND AVE N	6TH ST N	7TH ST N	0.25221237	E	0	0	0	0	0	0	0	0	0	0
	103RD AVE N	VANDERBILT DR	6TH ST N	0.25269109	E	0	0	0	0	0	0	0	0	0	0
	103RD AVE N	6TH ST N	7TH ST N	0.25217673	E	0	0	0	0	0	0	0	0	0	0
	104TH AVE N	VANDERBILT DR	6TH ST N	0.25310279	E	0	0	0	0	0	0	0	0	0	0
	104TH AVE N	6TH ST N	7TH ST N	0.25195629	E	0	0	0	0	0	0	0	0	0	0
	106TH AVE N	VANDERBILT DR	6TH ST N	0.25324927	E	0	0	0	0	0	0	0	0	0	0
	107TH AVE N	6TH ST N	7TH ST N	0.25331696	E	0	0	0	0	0	0	0	0	0	0
	92ND AVE N	6TH ST N	7TH ST N	0.25060098	E	0	0	0	0	0	0	0	0	0	0
	94TH AVE N	VANDERBILT DR	6TH ST N	0.25104769	E	0	0	0	0	0	0	0	0	0	0
	94TH AVE N	6TH ST N	7TH ST N	0.25035816	E	0	0	0	0	0	0	0	0	0	0
	95TH AVE N	6TH ST N	7TH ST N	0.25053829	E	0	0	0	0	0	0	0	0	0	0
	96TH AVE N	6TH ST N	7TH ST N	0.25070092	E	0	0	0	0	0	0	0	0	0	0
	98TH AVE N	VANDERBILT DR	6TH ST N	0.25143327	E	0	0	0	0	0	0	0	0	0	0
	98TH AVE N	6TH ST N	7TH ST N	0.25120469	E	0	0	0	0	0	0	0	0	0	0
	99TH AVE N	VANDERBILT DR	6TH ST N	0.25156231	E	0	0	0	0	0	0	0	0	0	0
	99TH AVE N	6TH ST N	7TH ST N	0.25137000	E	0	0	0	0	0	0	0	0	0	0