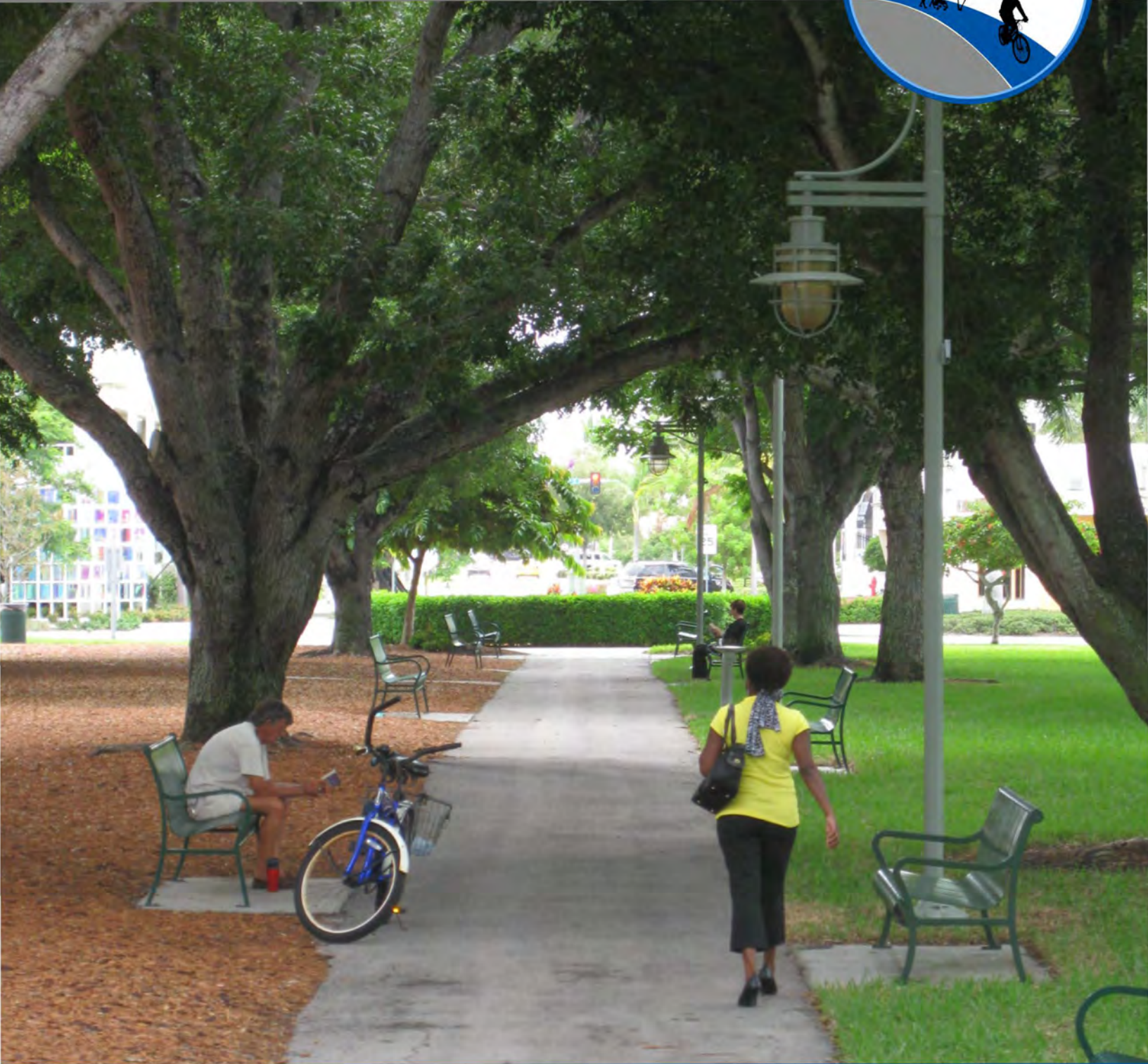


COLLIER MPO 2012 Comprehensive Pathways Plan

(A Technical Guide)





This Comprehensive Pathways Plan 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.

This Comprehensive Pathways Plan was made possible by the leadership of the Collier Metropolitan Planning Organization (MPO), the MPO staff, public comment and invaluable input, review, and discussion provided by the 2012 Comprehensive Pathways Plan Stakeholders Working Group.

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This Pathways Plan document was prepared by RWA Inc.:



It is the Collier Metropolitan Planning Organization's (MPO) policy to support and encourage public involvement and to adhere to the principles of Environmental Justice in the planning process relating to transportation systems and facilities. The MPO's public participation policy is designed to ensure opportunities for the public to express its views on transportation and mobility issues and to become active participants in the decision making process.



Purpose

The purpose of this plan is to provide a framework for developing a first-class bicycle and pedestrian network on major roads throughout Collier County. This plan includes prioritized lists of bicycle and pedestrian needs, as well as general policy and program recommendations that are meant to guide the MPO in selecting projects and accommodating bicycle and pedestrian modes within its transportation system.

Vision Statement

The following vision statement guided the development of this plan including the evaluation and prioritization of identified facility needs and the recommended policies and programs.

To provide a safe, inviting and convenient bicycle and pedestrian network throughout Collier County that delivers mobility, economic, recreational, and quality of life benefits for all residents and visitors.

Goals

Goal 1: Provide a safe, connected, and convenient bicycle and pedestrian network in a strategic and cost-effective manner.

Goal 2: Enhance the safety of bicyclists and pedestrians in Collier County

Goal 3: Promote tourism and economic opportunities

Goal 4: Encourage pedestrian and bicycle modes of transportation and enhance the recreational and leisure activities within Collier County

Goal 5: Create a network of off-road greenways within Collier County.

Goal 6: Increase transportation efficiency and community livability through the development of an integrated multi-modal system

Plan Components

The 2012 Comprehensive Pathways Plan is divided into the following five sections:

1. Introduction
2. Existing Conditions
3. Identified Issues & Recommendations
4. Expanding and Improving the Network
5. Immediate Action Steps

Public Involvement Process

Through a focused and intensive public involvement process, the project team worked with a diverse Stakeholders Working Group, MPO staff and the general public to assess existing conditions, identify issues and concerns, recommend policies and programs, and develop a prioritized needs plan to guide facility development efforts.

Identified Issues

- Safety
- Existing Roadway Network - High Volume, High Speed
- Access & Transportation Mode Parity
- Connectivity and Continuity
- Link to Transit



- Facility Type & Diversity
- Facility Design
- Development & Land Planning Practices
- Promoting Livable Communities & Increasing the Number of Bicyclists & Pedestrians

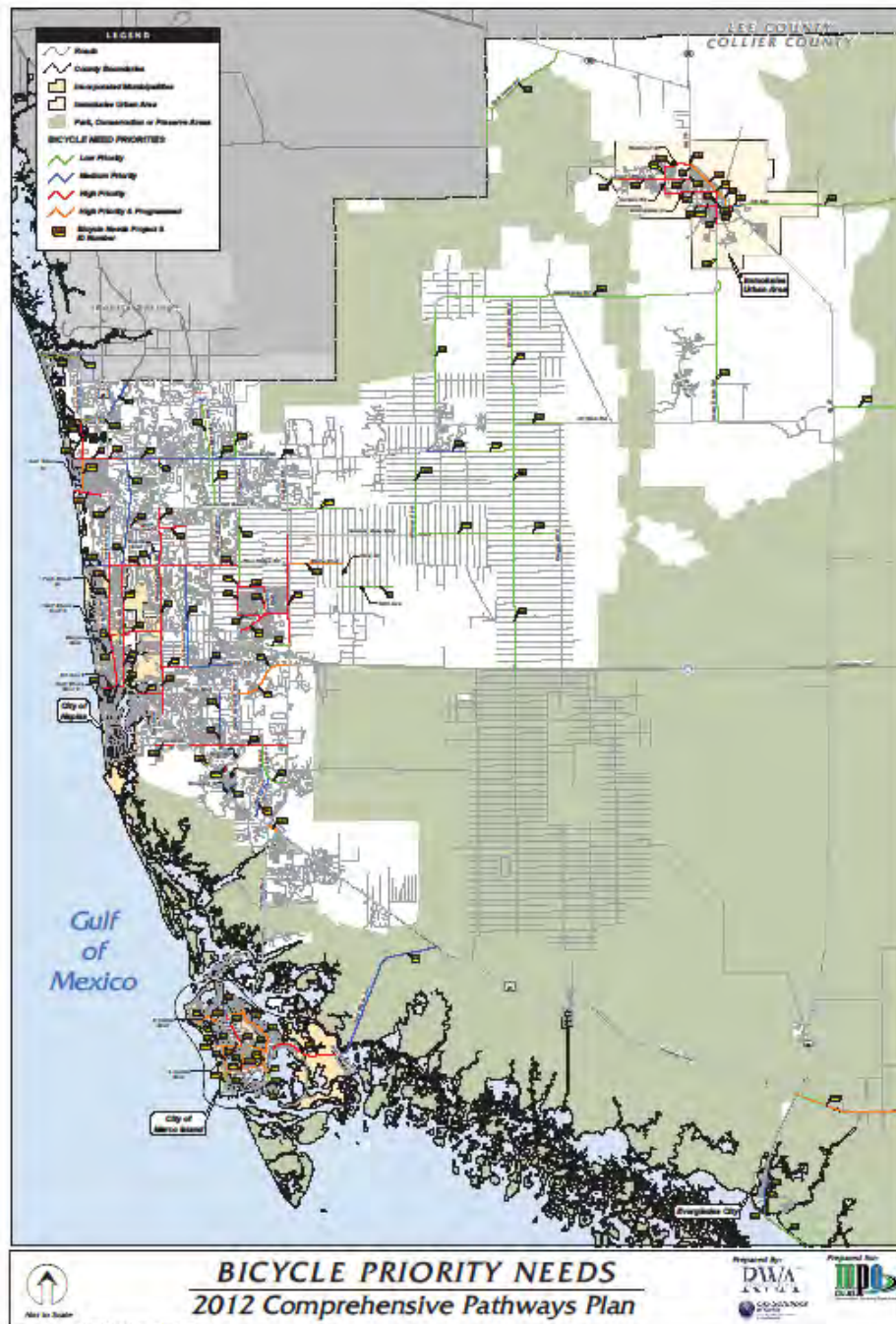
Recommendations

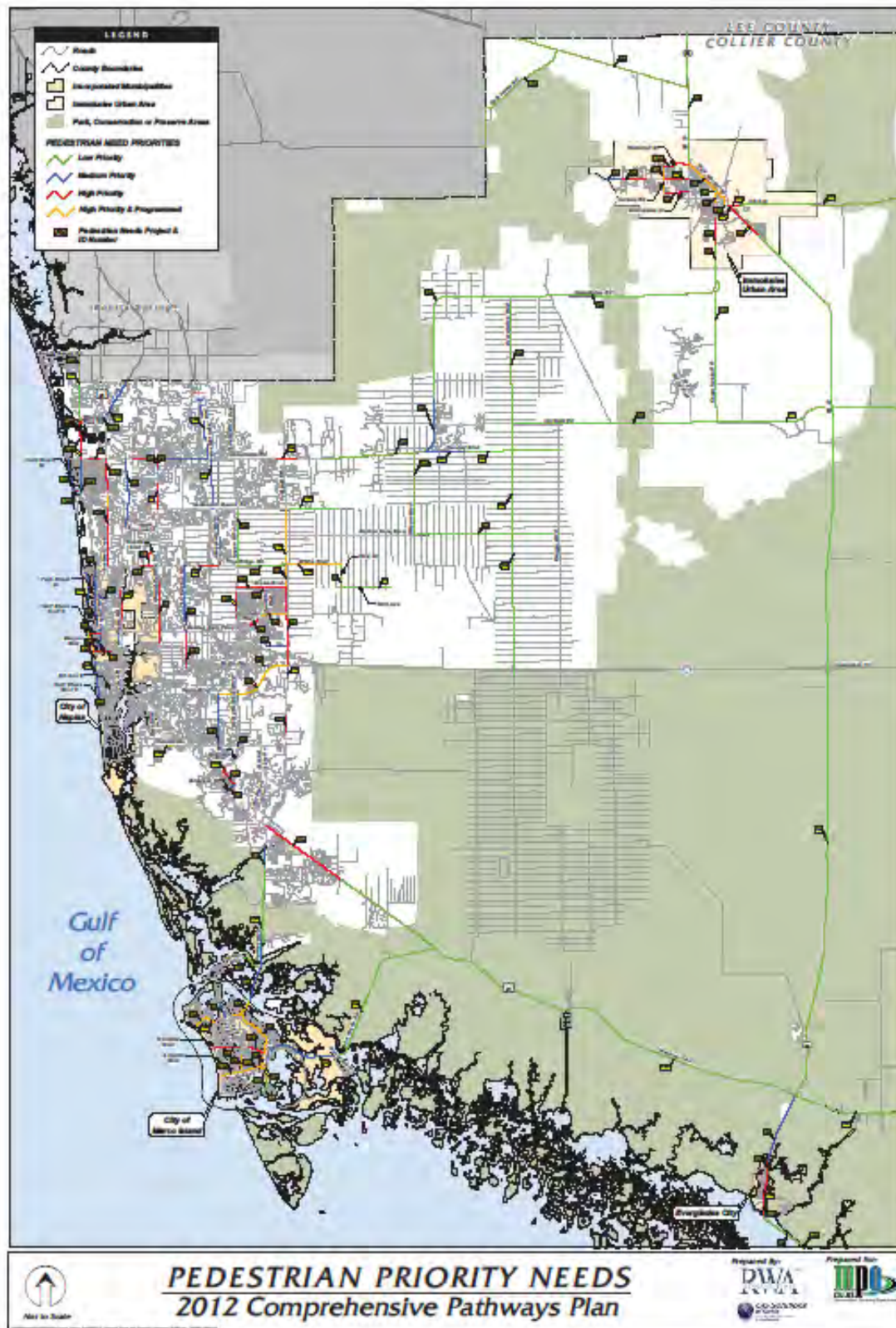
In response to the identified issues, the plan presents a comprehensive set of recommendations to strategically develop a county-wide bicycle and pedestrian network comprised of sidewalks, bike lanes, paved shoulders and shared-use paths. The recommendations include:

- ✓ *Construct New Bicycle & Pedestrian Facilities*
- ✓ *Adopt a Bicycle & Pedestrian Accommodation Policy*
- ✓ *Encourage Local Jurisdictions to Adopt Complete Streets Policies*
- ✓ *Evaluate Existing Street Design & Safety Enhancement Opportunities*
- ✓ *Take Advantage of Regularly-Scheduled Maintenance & Resurfacing*
- ✓ *Consider Strategic “Network Quality” Improvements*
- ✓ *Encourage Facility Diversity*
- ✓ *Establish a Greenways & Trail Program*
- ✓ *Implement Education, Encouragement & Enforcement Strategies, Campaigns & Programs*
- ✓ *Promote & Facilitate the Design of Livable & Walkable Communities*

Prioritized Facility Needs

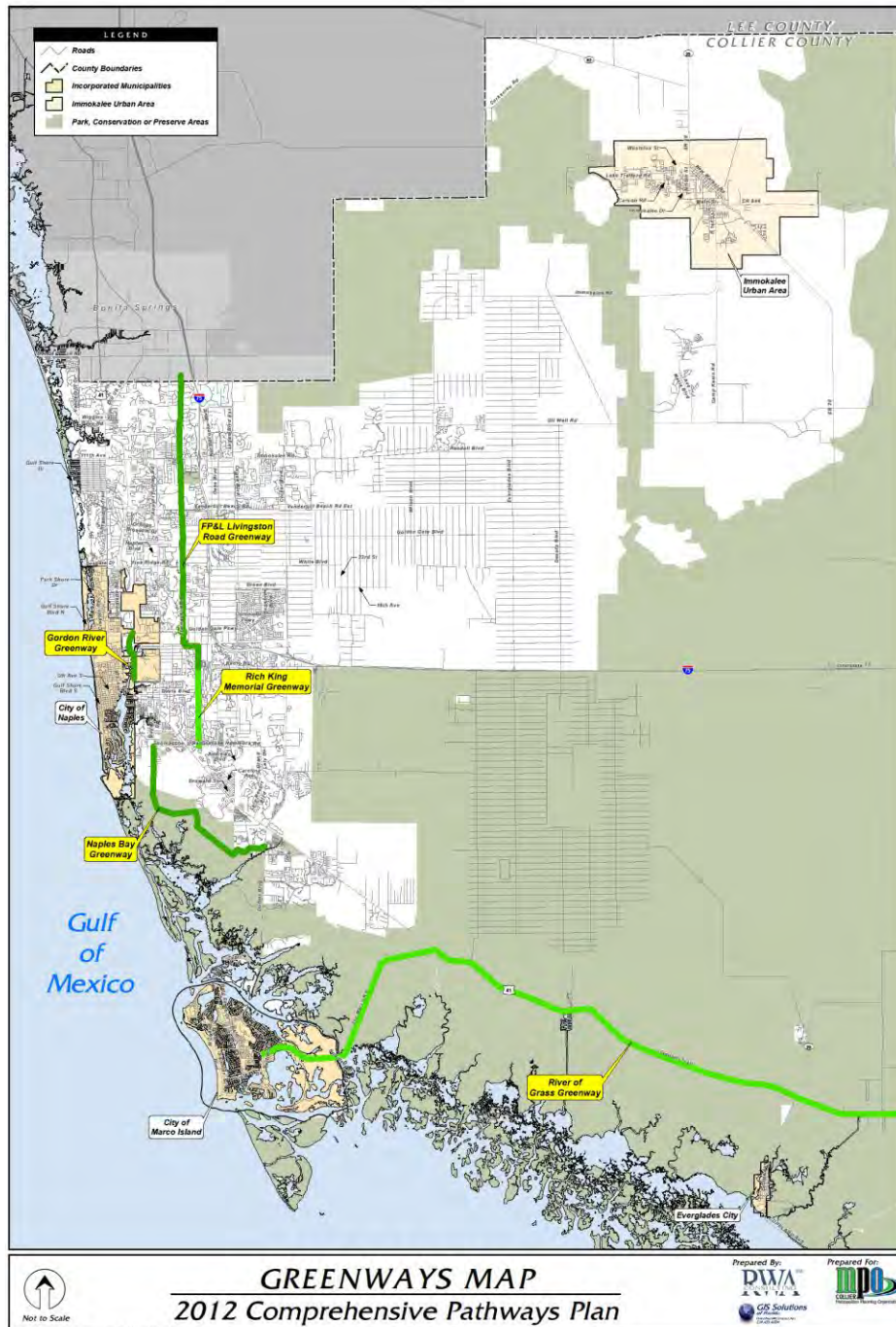
A crucial component to the Pathways Plan is the Prioritized Needs Plan that identifies current bicycle and pedestrian needs throughout the county, evaluates those needs and categorizes them as Low, Medium or High Priority. The resulting 2012 needs lists and maps form the basis for the Pathways Advisory Committee to identify, evaluate, and select specific facility projects on an annual basis. The following maps depict the Bicycle & Pedestrian Priority Needs for Collier County (larger versions are included in the report).

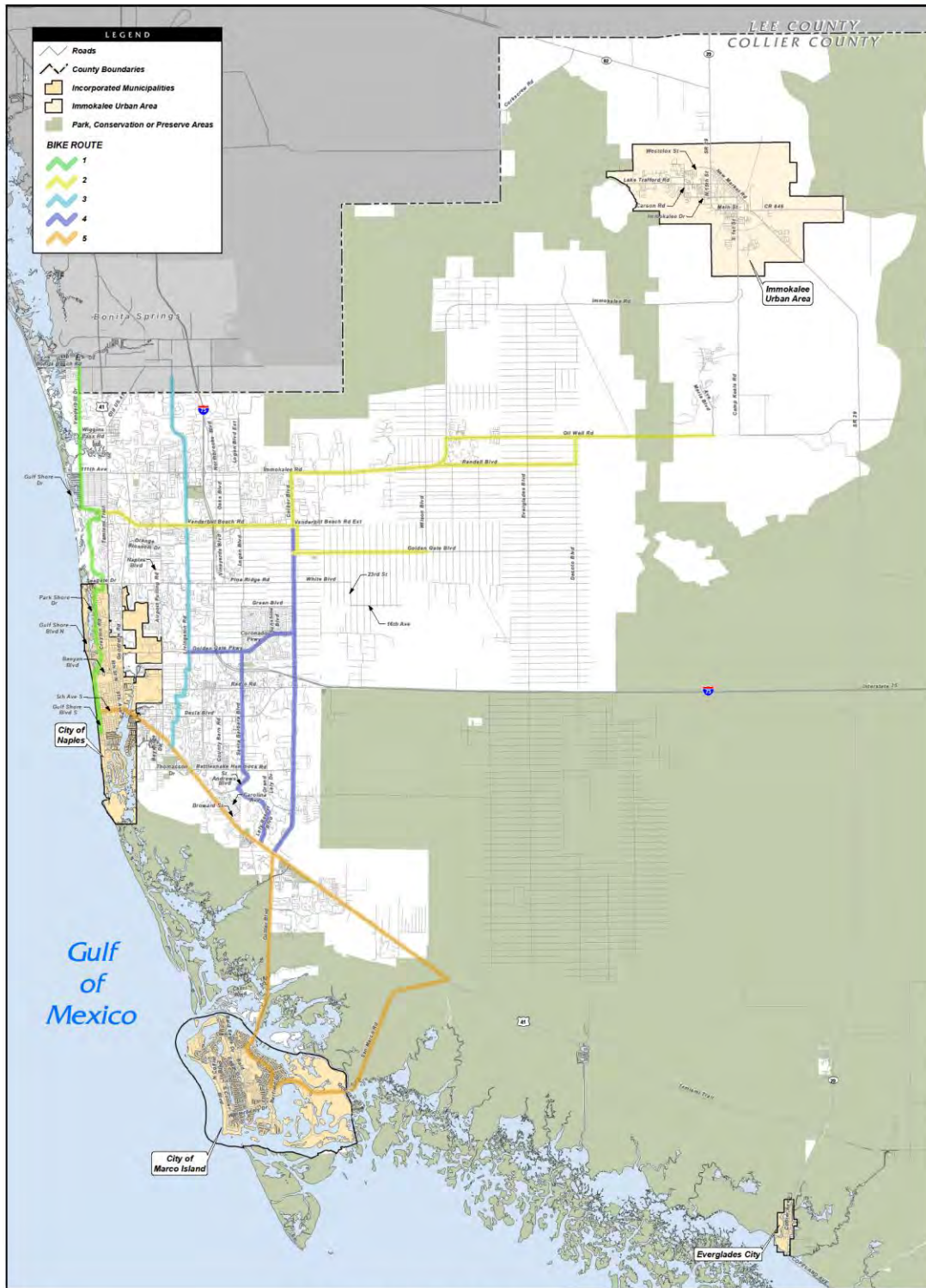




Greenways & Trails and Bicycle Routes

In addition to the Prioritized Needs Plan which focuses on sidewalks, paved shoulders, bike lanes and shared use paths within the road right-of-way, the Pathways Plan calls for renewed effort to develop Greenways & Trails and Bicycle Routes within Collier County. The plan identifies greenway and bike route needs, and recommends the establishment of new programs to assess these needs and pursue specialized funding to support their development.





BIKE ROUTES
2012 Comprehensive Pathways Plan

Prepared By: **PWA** GIS Solutions
Prepared For: **MPO** Collier Metropolitan Planning Organization



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 - Promoting Livable Communities & Increasing the Number of Bicyclists & Pedestrians

⊗ Recommendations

- Construct New Bicycle & Pedestrian Facilities
- Adopt a Bicycle & Pedestrian Accommodation Policy
- Encourage Local Jurisdictions to Adopt Complete Street Policies
- Evaluate Existing Street design & Safety Enhancement Opportunities
- Take advantage of Regularly-Scheduled Maintenance
- Consider Strategic Network Quality Improvements
- Encourage Facility Diversity
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Purpose

The 2012 Comprehensive Pathways Plan (Pathways Plan) represents a major update to the current Collier Metropolitan Planning Organization's (MPO) Pathways Plan. The purpose of this plan is to provide a framework for developing a first-class bicycle and pedestrian network throughout Collier County. This plan includes prioritized lists of bicycle and pedestrian needs, as well as general policy and program recommendations that are meant to guide the MPO in selecting projects and accommodating bicycle and pedestrian modes of transportation within its transportation system. While this plan is a stand-alone document, it was developed concurrent to the MPO's Long Range Transportation Plan (LRTP), and should be used as a companion document.

This Pathways Plan is comprehensive in nature and examines bicycle and pedestrian needs at a county-wide level. It adopts a long-term planning horizon and identifies extensive bicycle and pedestrian facility needs that will be addressed incrementally over many years. The Pathways Plan is meant to provide general guidance to the MPO, its member jurisdictions, and the various advisory committees in their efforts to select projects, define priorities and establish programs and initiative that will make Collier County a more walkable and bikeable community.

This plan is not intended to supersede, duplicate or conflict with existing local plans or ongoing bicycle and pedestrian efforts, but rather, it is meant to unify planning efforts, and influence facility improvement priorities at the county level.

In keeping with the mandate of developing a county-wide plan, the **Pathways Plan focuses on Collier County Major Roads (arterials and collectors)** eligible for federal funding along with a few local roads identified by the

community as having significant bicycle and pedestrian needs.

Understanding that there are limited funds but seemingly limitless needs, concentrating on Major Roads will allow the MPO to focus its attention, energy, and limited resources on developing an interconnected county-wide network. This approach will allow the MPO to strategically develop a backbone network that will support the entire Collier County bicycle and pedestrian system. Local jurisdictions are encouraged to support and augment this network through their local plans. Over time, the Pathways Plan will be amended and updated to reflect changing needs and conditions.

Local roads, which play an important role in developing an effective bicycle and pedestrian system, may be added to this Plan over time. While facility needs on local roads, for the most part, are not included within this plan, it should not be inferred that they are not eligible for MPO consideration and funding. Eligible needs identified as part of municipal bicycle and pedestrian plans and the Walkable Community Studies developed by the MPO can be added to the prioritized needs list presented in Section 4 at the discretion of the MPO staff, and the PAC. However, it should be noted that local roads are primarily the responsibility of local municipalities and unincorporated Collier County. Each municipality has a different set of conditions and circumstances which may call for individual and distinct approaches to providing bicycle and pedestrian facilities within their community.

Planning for bicycle and pedestrian facilities is similar to all planning initiatives in that it is an incremental and iterative process. It should be understood that the Pathways Plan is an evolving document that has been previously updated and will continue to need periodic updates similar to other transportation plans.



Background

The Collier MPO developed its first Pathways Plan in 1994. That plan was an important step in recognizing the importance of bicycle and pedestrian modes of transportation within Collier County and became a significant tool in accommodating all transportation modes in the MPO's transportation planning efforts. Prior to that plan, the MPO utilized basic project lists that were updated on an annual basis. The first Pathways Plan established the basis for an organized and strategic approach to developing a bicycle and pedestrian system in Collier County.

In 2006, the MPO conducted a major update to their existing plan. The 2006 Plan presented a much broader scope than the previous plan, addressed best practices and introduced a standard needs evaluation methodology. The 2006 Pathways Plan outlined goals and policies, design guidelines, an analysis of existing conditions, a detailed Needs Plan, and implementation recommendations. The Needs Plan was developed using a Level of Service (LOS) methodology which utilizes a complex statistical analysis of multiple variables.

As the MPO staff and the Pathways Advisory Committee (PAC) began working with the Needs Plan, they had to examine certain priorities and address how projects were scored and ranked. Due to the complex statistical nature of the LOS methodology, it was challenging for staff and the PAC to manipulate the model and make adjustments to reflect certain circumstances and preferences.

As a result, the PAC requested that the ranking methodology be revised in order to make the needs assessment and ranking process simpler, more intuitive, and flexible. In 2010, the MPO staff worked with the PAC to develop a Geographic Information Systems (GIS) or

spatially based methodology to replace the existing formula based model.

As described on page 6 of the Addendum to the 2006 Comprehensive Pathways Plan:

“The purpose of the update was to use the newly developed criteria in a new process to create the needs list, to define the selection process for pathways projects, and also to define the recommendation process the PAC uses for project prioritizations. The ultimate goal of the plan update is to provide the framework and methodology in which the MPO Board approves prioritizations of pathways projects.”

The addendum was also identified as an interim update with the recognition that a full update would be required in 2012.

The Collier MPO and all its member jurisdictions have long recognized the benefits of walking and bicycling. A prime example is Collier County's Master Mobility study which makes a compelling case for non-motorized modes of Transportation. Some of the many benefits of promoting walking and bicycling include:

- ✓ Improved health and wellness
- ✓ Reduced traffic congestion
- ✓ Reduced Green House Gas emissions
- ✓ Reduced energy consumption
- ✓ Improved community wellness and quality of life
- ✓ Lower infrastructure and maintenance costs
- ✓ Improved transportation options and access to community resources for all
- ✓ Benefits to local economy & businesses
- ✓ Improved livability

Public Involvement Process

This plan was developed as a collaborative effort between MPO staff, a diverse **Stakeholders Working Group** specially assembled for this project, and the consulting team. The planning process began in February 2012, and a Stakeholders Working Group was immediately assembled to represent a wide cross-section of stakeholder groups.



In order to ensure participation from all jurisdictions and be inclusive of the existing network of bicycle and pedestrian advocates in Collier County, the project team invited over 20 stakeholders to join the Stakeholders Working Group. The intent was to have representation from each jurisdiction in the county - unincorporated Collier County, City of Naples, City of Marco Island, and Everglades City. The project team invited both staff members with technical expertise and citizen advocates. To ensure diversity the team also invited representatives from the County's two Community Redevelopment Agencies, the School Board, the Health Department, Environmental Groups, and the MPO's existing Pathways Advisory Committee (PAC), Community Advisory Committee (CAC), Technical Advisory Committee (TAC).

In the end, 13 individuals committed to be part of the Stakeholders Working Group which became the primary avenue for soliciting public input. The Stakeholders Working Group met every month over an eight month period to discuss bicycle and pedestrian issues, and to assist the project team in developing the plan. Each meeting was duly advertised and open to the public.

The Stakeholders Working Group brought a wealth of knowledge and experience to the table, and provided direction and invaluable input in the development of this plan.

In addition to the Stakeholders Working Group, several other public involvement tools were used over the duration of the project: regular **updates on the MPO's website**, an on-line survey, several one-on-one meetings with individual stakeholders, two public workshops, and presentation before the PAC, CAC, TAC and MPO Board.

The **online survey** addressed user preferences, and allowed respondents to identify trouble spots and issues of concern. This information was then tabulated, presented to the Stakeholders Working Group, and used to inform the project team in the development of this plan





The **two public workshops** were held in conjunction with the MPO's Long Range Transportation Plan (LRTP) workshops. The first workshop focused on providing general information about the bicycle and pedestrian process and solicited input from the public with regards to issues of concern and identification of facility needs throughout the County. The second workshop presented the draft Priority Needs for bicycle and pedestrian facilities and asked the public to comment on the needs lists and associated maps.

Planning Process

At the onset of the project, the project team developed a project schedule which identified the major steps in the planning process and estimated timelines. Those steps included:

1. Development of the Public Involvement Plan (Appendix A)
2. Review of existing planning documents, including the 2006 Pathways Plan and the 2010 Update, plans from Marco Island and Naples, the Collier County Master Mobility Plan, the local Walkable Community Plans, as well as local policy documents. Development of the plan vision and goals (Section 1).
3. Development of Vision Statement and Goals (Section 1).
4. Assessment of Existing Conditions (Section 2) - inventoried and assessed existing bicycle and pedestrian facilities throughout Collier County, updated and organized the GIS database and map conditions. Also looked at the regulatory framework and existing transportation and land use characteristics.
5. Issues Identification (Section 3) - worked with the Stakeholders Working Group,

public and staff to identify issues of concern and examine potential remedies.

6. Development of Prioritized Needs Plan (Section 4) - in collaboration with the Stakeholders Working Group and building upon the 2010 Pathways Plan update, the project team developed an intuitive GIS methodology for evaluating and prioritizing all bicycle and pedestrian facility needs within the County. The process for selecting projects was also addressed, as well as proposed greenways and bicycle routes.
7. Development of final plan and report - production of this final plan which includes the various components identified above, as well as recommended programs and policies to implement the plan and address the identified issues of concern

Vision Statement

Based upon the existing plan, direction from the MPO staff, identified conditions and concerns, and input from the Stakeholders Working Group the following vision was developed

To provide a safe, inviting and convenient bicycle and pedestrian network throughout Collier County that delivers mobility, economic, recreational, and quality of life benefits for all residents and visitors.

The vision statement summarizes what the MPO and Collier County communities want to accomplish in developing a comprehensive bicycle and pedestrian network, and

incorporates key components that reflect the communities' values and priorities.

Goals

The goals expand upon specific components of the vision statement and provide further detail about how to accomplish the stated vision. The vision and goals were used to guide this Pathways Plan and to develop the methodology used to evaluate and prioritize facility needs.

Goal 1: Provide a safe, connected, and convenient bicycle and pedestrian network in a strategic and cost-effective manner

A primary goal of this plan is to invest public dollars wisely in developing an efficient and safe bicycle and pedestrian network. This entails adopting a strategic approach to create continuous routes and convenient connections between facilities, communities, places of employment, parks, schools, medical facilities, public facilities, shopping, recreational opportunities and transit. The most effective and immediate way to improve bicycle and pedestrian safety is to provide adequate dedicated facilities. The Needs Plan presented

in Section 4 of this report was developed with this goal in mind.

Goal 2: Enhance the safety of bicyclists and pedestrians in Collier County

As mentioned above, providing dedicated facilities is the most effective and immediate way to improve safety; however safety or perceived safety entails numerous issues beyond facilities. Roadway speed and design, the built environment, lighting, education, and awareness are also all important factors that are discussed in Section 3 of this report.

Goal 3: Promote tourism and economic opportunities

This plan can encourage increased economic opportunity by making Collier County a bicycle/pedestrian friendly community. This will bolster tourism, and make it a more attractive place for people and businesses to relocate. Additionally, improving access and connectivity to local businesses can help the local economic activity. Lastly, a bicycle/pedestrian friendly community reaps numerous secondary economic benefits





associated with a more efficient transportation system such as: reduced infrastructure costs, reduced environmental impacts and improved community health conditions.

Goal 4: Encourage pedestrian and bicycle modes of transportation and enhance the recreational and leisure activities within Collier County

This goal acknowledges that Collier County presents ideal conditions for year-round bicycle and pedestrian activity. Excellent weather conditions, the flat terrain, and the extensive number of seasonal residents, retirees, and tourists should make cycling and walking prominent activities and significant modes of transportation within the County. For this to occur, walking and bicycling have to be a more attractive option than driving, and we must provide facilities that provide and support recreational and leisure activities.

Goal 5: Create a network of off-road greenways within Collier County

This goal has long been part of the MPO's Pathways Plan, but little attention and resources have been dedicated to it. This plan outlines economic, social, health and environmental benefits that are associated with bicycling and walking, and makes a case for renewed effort and investment in creating a greenway network in Collier County.

Goal 6: Increase transportation efficiency and community livability through the development of an integrated multi-modal system

It has become widely accepted that all communities should strive to provide equitable and cost efficient transportation facilities that include all modes of transportation (bicycles, pedestrians, transit riders, and automobiles).

As outlined in USDOT's "Policy Statement on Bicycle and Pedestrian Accommodations & Recommendations" issued on March 15, 2010:

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

Additionally, more and more evidence points to the fact that that walking and bicycling foster safer, more livable, family-friendly, human-scaled, and aesthetically pleasing communities.

The Metropolitan Planning Organization's Role & Responsibilities

The Collier Metropolitan Planning Organization (MPO) was established in 1982 following the Federal Highway Act that requires urbanized areas with populations over 50,000 to develop transportation plans, policies, and priorities that guide local decision making on transportation issues as a condition to receive federal capital or operating assistance.

The Collier MPO provides a continuing, cooperative and comprehensive transportation planning process that results in plans and programs for highways, mass transit, bicycle/pedestrian modes, rail systems, air transportation and other intermodal facilities. The MPO is responsible for prioritizing state



and federal capital improvements to address the county's travel needs as defined in the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

The Collier MPO is currently governed by the Collier MPO Board made up of nine voting members including five members from Collier County, two from the City of Naples, one from Everglades City, and one from the City of Marco Island. All MPO members are elected officials from the individual jurisdictions. The Collier MPO Board has a number of advisory committees whose members are appointed and approved by the governing Board. Each MPO Committee serves in a different advisory function. One of the MPO advisory committees is the Pathways Advisory Committee (PAC). The PAC consists of nine voting members that are appointed by the MPO Board. Each member serves for a fixed-term of two years. PAC Members may be reappointed at the end of their term.

The function of the PAC is to provide citizen input into the process of government, to work on pathway related issues within the community, to activate other volunteers, to make priority recommendations for pathway plans and program implementation, and to provide vision and recommendations to the work of the pathway program. One of the purposes stated in the PAC Bylaws is to develop a Comprehensive Pathways Plan, which is responsive to the non-motorized transportation needs of the community.

The Collier MPO is currently in the process of updating the Long Range Transportation Plan (LRTP) for the year 2035. The LRTP is federally mandated to be updated every five years. The most recently adopted Comprehensive Pathways Plan will be incorporated into the LRTP (at the time of adoption, by reference, as part of the 2035 update).



SHARE
THE
ROAD



The project team examined existing bicycle and pedestrian planning initiatives within Collier County and inventoried and catalogued existing facilities in a GIS database. The following Section presents relevant findings, and illustrates the existing facilities in a series of maps and tables.

Relationship to Other Plans

The project team reviewed numerous reports, documents, plans, codes and policies to ensure that the Comprehensive Pathway Plan is generally consistent with and complementary to local initiatives. Some of the documents reviewed included:

- Collier MPO's 2006 Comprehensive Pathways Plan
- Collier MPO's Addendum to the 2006 Comprehensive Pathways Plan
- City of Naples Pedestrian and Bicycle Master Plan
- Marco Island Bicycle Pathway Master Plan
- Collier County Master Mobility Plan
- Transit Development Plan
- Road Safety Audits
- MPO Walkable Community Studies
- Local government Comprehensive Plans, Land Development Codes, Codes of Ordinances and Design Guidelines

As described in the Introduction, the Comprehensive Pathways Plan is meant to be a blueprint that provides general policy guidance and recommended approaches to assist the MPO and local jurisdictions with making decisions regarding project selection, funding and construction. It is also meant to assist in the development of policies and programs that are consistent with the stated vision. **This plan does not supersede local plans, policies and programs.** It is understood that each jurisdiction will have a different set of

circumstances, preferences, and approaches related to bicycle and pedestrian modes of transportation. However, all the documents reviewed, acknowledge the importance of non-motorized modes of transportation and many include policies and recommendations that are consistent with and fully support this Plan.

Collier MPO's 2006 Comprehensive Pathways Plan

The MPO's Comprehensive Pathways Plan was last updated in 2006 and again in 2010 at the request of the Pac in order to revise the prioritized needs plan, to adopt a different methodology for evaluating and prioritizing needs, and to incorporate the local pathways plans from City of Marco Island and the City of Naples.

Local Jurisdiction Pathway Plans

The City of Marco Island and the City of Naples both worked through their own public involvement processes to develop local pathways plans and project needs lists subsequent to the adoption of the 2006 Comprehensive Pathways Plan. The PAC recognized the need to incorporate these local plans in the update to the 2006 Comprehensive Pathways Plan. It was determined that the best way to do so was to include the local plans and their adopted needs lists by referencing them in the 2010 Addendum.

The 2012 Comprehensive Plan further extends the inclusion of the needs lists from Marco Island and Naples and attaches those as Appendix B.

It is important to note however, that the Prioritized Needs Plan presented in Section 4 aims at developing a strategic, county-wide bicycle and pedestrian network. As such, it focuses on Major Roads as classified by Collier County. These Major Roads include state, county, and local collectors and arterials



eligible for federal funding. Major Roads within Marco Island, Naples, and Everglades City, were evaluated and the identified needs are included in the Prioritized Needs Plan.

This plan also recognizes that the PAC and MPO coordinate a variety of funding, and evaluate, select, and fund bicycle and pedestrian projects on local roads. As such, this plan allows needs on local roads to be included in the Prioritized Needs list at the discretion of the PAC.

MPO Walkable Community Studies

The MPO is developing Walkable Community Studies for several communities in the County. To date, studies have been completed for Naples Manor, Immokalee, and the Bayshore Gateway Triangle redevelopment area. These studies assess walking conditions on all roads within neighborhoods. Identified needs on Major Roads have been included within the Prioritized Needs Plan, and similar to the local pathway plans, other needs can also be considered by the PAC and included in the Prioritized Needs Plan at the PAC’s discretion.

Community Profile

Collier County is located in southwest Florida along the Gulf of Mexico. At 2,025 square miles, it is the largest county in Florida. It is home to the cities of Marco Island, Naples, and Everglades City. Immokalee, which is part of unincorporated Collier County, is also a significant urban area located 35 miles from the coast.

Collier County’s landscape includes a variety of urban, suburban and rural areas; however, the vast majority of the county is federally protected or designated as state park or conservation land.

Collier County, is home to 321,520 permanent residents, and has a significant seasonal population which inflates the total peak population to 387,183 during the winter months. Its outstanding sub-tropical climate geographic diversity, and laid back culture has made it a popular destination for tourists and a wonderful home for retirees and full time residents.

Exhibit 1 Collier County Quick Facts	
Land Area:	2,025.5 Square Miles
Median Household Income *	\$58,106
Permanent Population*	
Unincorporated Collier County	285,170
City of Naples	19,537
City of Marco Island	16,413
Everglades City	400
Collier County Total	321,520
Peak Season Population**	
Collier County	387,183
Unincorporated Collier County	343,593
2034 Projected Permanent Population - Collier County**	465,783
2034 Projected Peak Population - Collier County**	558,939

*2010 Census

** Collier County Staff Estimates

Source: Collier County Website

Overview of Existing Bicycle & Pedestrian Network

Collier County has approximately 442 linear miles of Major Roads that were evaluated as part of this Comprehensive Pathways Plan. It is estimated that approximately 65% of those contain bicycle facilities in the form of bike lanes, paved shoulders or shared use paths; and that 51% contain pedestrian facilities in the form of sidewalks.

Collier County’s existing bicycle and pedestrian network is a reflection of its roadway network and land development patterns. Collier County has experienced significant growth in the last

30 years, and much of the new development has occurred in large gated Planned Unit Developments or within Golden Gate Estates, which is an expansive pre-platted subdivision in a suburban/rural setting. In order to keep up with growth and land use practices, the County developed a roadway network characterized by the predominance of high volume, high speed arterials, and a “super block” configuration closely associated with suburban development patterns as opposed to the much smaller traditional city block. The existing roadway system was designed to rapidly and efficiently move motor vehicle traffic from one end of the county to the other.

As a result, the majority of the existing bicycle and pedestrian network is located on arterial and collector roadways, and in order to develop a county-wide interconnected pathways network, much of the new facilities will be planned for construction along these roadways. It should be noted however, that more mature and urbanized areas of the county such as Marco Island, Naples, and Immokalee retain a more traditional development pattern and roadway system that provides more facility options and design opportunities than the rest of the County.



Facility Types

The MPO maintains an existing database of bicycle and pedestrian facilities. These facilities are broken down into four facility types: shared-use paths, paved shoulders bike lanes, and sidewalks are described below.

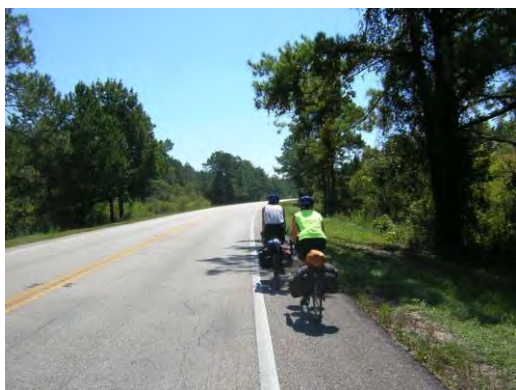


Shared Use Paths

“A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.” - AASHTO, *Guide for the Development of Bicycle Facilities*, 1999.

Recommended Width

10 ft. recommended minimum - *FDOT, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways*, 2007.



Paved Shoulders

“The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base and surface courses.” - AASHTO, *Guide for the Development of Bicycle Facilities*, 1999.

Recommended Width

10 ft. preferred for all conditions; 8 ft. min. for roadways with heavy volume or significant truck volume; 6 ft. min. for all conditions - *FDOT, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways*, 2007. AASHTO recommends a min. of 4 ft. in all conditions.



Bike Lanes

“A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.” - AASHTO, *Guide for the Development of Bicycle Facilities*, 1999.

Recommended Width

4 ft. for roads with no curbs or gutters; 5 ft. for roads with curbs, parking or guardrails- *FDOT, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways*, 2007.



Sidewalks

“The portion of a street or highway right-of-way designed for preferential or exclusive use by pedestrians.” - *AASHTO, Guide for the Development of Bicycle Facilities, 1999.*

Recommended Width

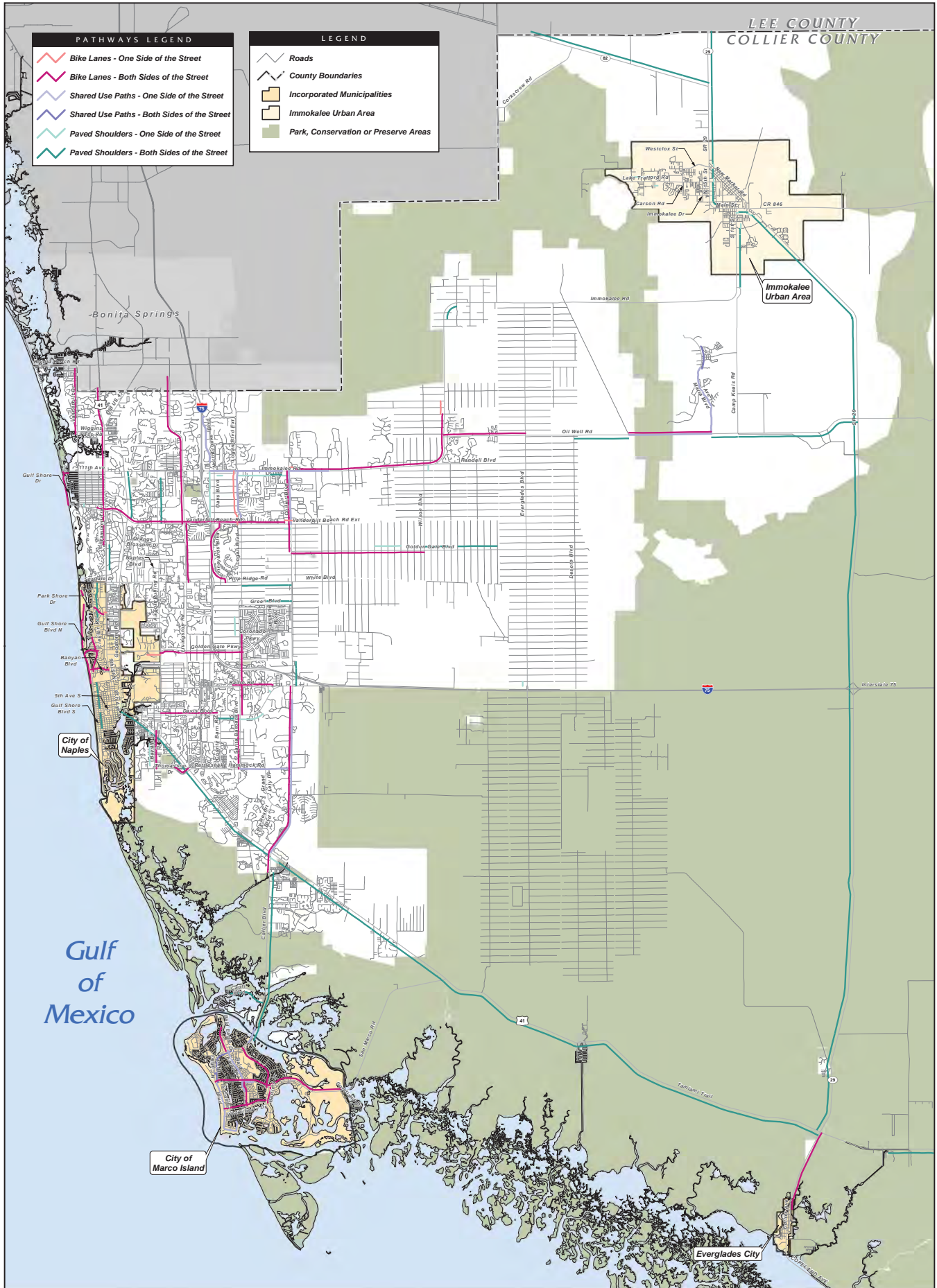
4 ft. recommended minimum; 6 ft. recommended where sidewalk is adjacent to curb - *FDOT, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, 2007.*

Existing Network

As part this update to the Comprehensive Pathways Plan, the project team worked with the MPO staff and representatives from the Stakeholders Working Group to update the existing bicycle and pedestrian database to reflect facility improvements that have been constructed since 2006. Exhibit 2 below provides a summary of existing facilities in a tabular format, while the following maps depict the Major Road network in Collier County (Exhibit 3) and the bicycle and pedestrian facilities (Exhibits 4 & 5) that are currently on the ground. It should be noted that shared use paths are identified on both the bicycle facilities map and the pedestrian facilities map since they service both user groups.

Exhibit 2								
Jurisdiction	Major Road Network Miles	Bicycle Facilities			Pedestrian Facilities		% of Major Roads w/ Bike Facilities*	% of Major Roads w/ Ped Facilities*
		Paved Shoulder Miles	Bike Lane Miles	Shared Use Path Miles	Sidewalk Miles	Shared Use Path Miles		
Unincorp. Collier	396.09	152.38	76.56	24.87	154.14	24.87	64.08%	38.91%
Naples	24.02	3.94	6.65	0.00	21.39	0.00	44.09%	89.05%
Marco Island	19.16	0.21	11.00	6.78	16.22	6.78	93.89%	84.66%
Everglades City	2.25	0.00	0.39	0.00	0.91	0.00	17.33%	40.44%
Total Collier	441.52	156.53	94.6	31.65	192.66	31.65	64.05%	43.64%

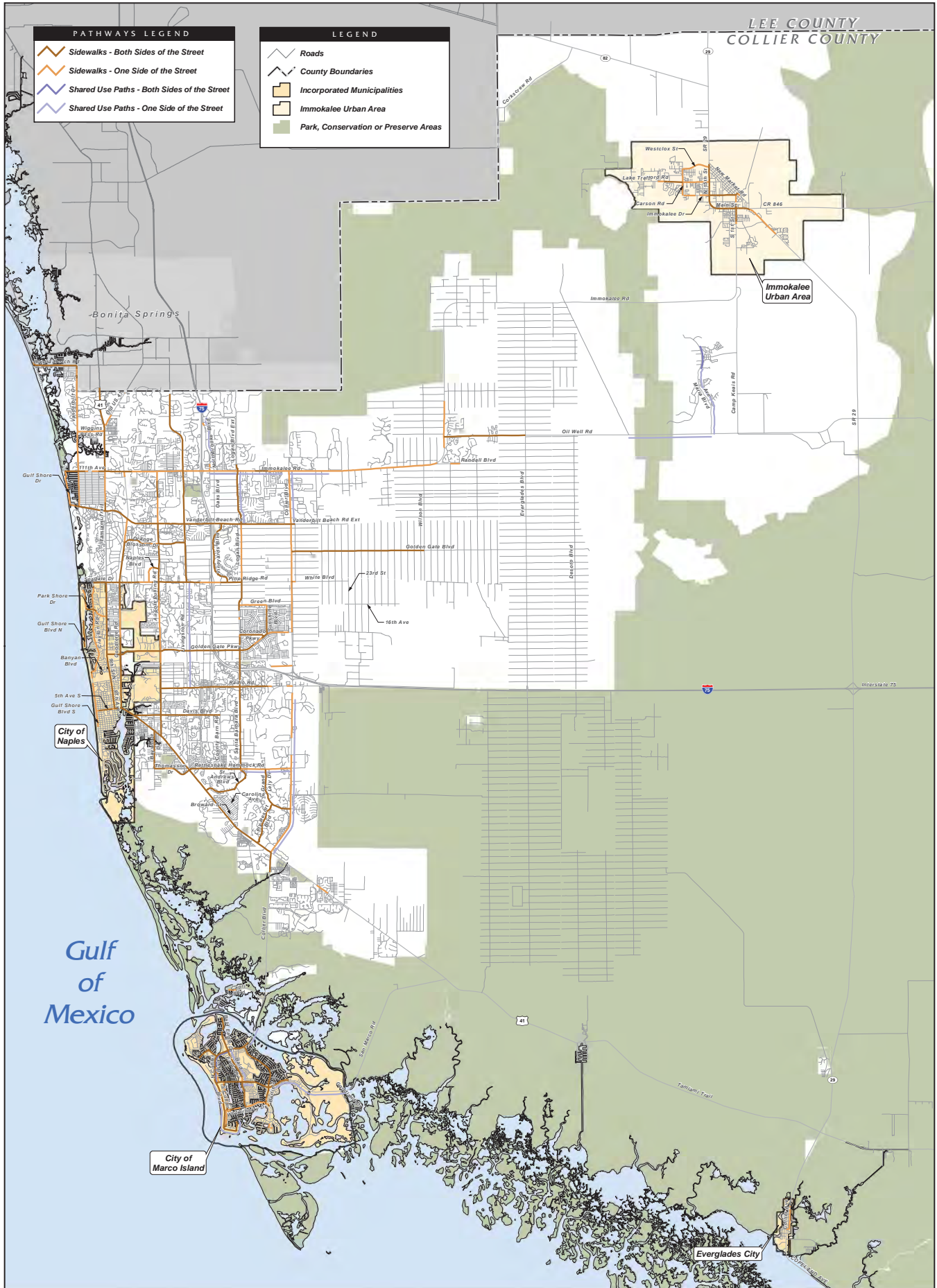
* to avoid double counting and overinflating percentage figures, Shared Use Paths have only been counted as bicycle facilities



Not to Scale

Existing Bicycle Facilities
(Bike Lanes, Paved Shoulders & Shared Use Paths)
2012 Comprehensive Pathways Plan





Existing Pedestrian Facilities
 (Sidewalks & Shared Use Paths)
2012 Comprehensive Pathways Plan



Not to Scale





PREMIER
PROPERTIES
VACATION HOMES & RESORTS

Meson Ole! Jr.
SPANISH & MEXICAN CUISINE



The following section examines the most significant bicycle and pedestrian issues identified by the public, the Stakeholders Working Group and the project team. Each issue is described followed by the recommended approaches or strategies to address them.

Safety

By far, the number one concern voiced during the development of this plan was safety. Florida has the dubious distinction of being the most dangerous state for bicyclists and pedestrians in the country according to the National Highway Traffic Safety Administration's National Center for Statistics and Analysis. However, the picture is not so bleak for Collier County. According to Transportation for America, which publishes the annual Dangerous by Design reports, Florida has a pedestrian fatality rate of 3.0 deaths per 100,000 residents while Collier County has a fatality rate of 1.8.¹ This rate places Collier County in the lower third of Florida counties for fatality rates.

Bicycle and Pedestrian Safety Facts:

- Minorities and the elderly are disproportion victims of pedestrian fatalities²
- 60% of fatalities occur on roads with speed limits of 40 mph or greater³
- While California's population is approximately twice that of Florida's, in 2008 Florida had more fatal bicycle crashes
- Nationwide, 52% of pedestrian fatalities occurred on collector and arterials

¹ Dangerous by Design 2011; Florida

² Florida Safety Facts 2010; Florida Highway safety and Motor Vehicles

³ Dangerous by Design 2011

Exhibit 6: Collier County Injuries and Fatalities: 2006-2010

Year	Reported Pedestrian Crashes	Pedestrian Injuries	Pedestrian Fatalities
2006	106	100	6
2007	120	113	7
2008	115	101	4
2009	92	87	5
2010	82	76	6
2006-2010	515	477	28

Year	Reported Bicyclist Crashes	Bicyclist Injuries	Bicyclist Fatalities
2006	76	73	3
2007	120	117	3
2008	95	91	4
2009	73	72	1
2010	91	90	1
2006-2010	455	443	12

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

Existing Roadway Network - High Volume, High Speed

In assessing safety issues in Collier County it is important to analyze the crash and fatality data; examine roadway and intersection design and conditions; and evaluate user behavior and perceptions. Unlike many other communities, the recent crash data for Collier County, does not point to distinct high injury/fatality clusters or corridors. One exception to this is Main Street (SR 29) going through downtown Immokalee. As such, it is important to assess county-wide conditions and recognize that expressed safety concerns are also a function of a user's comfort level and perceived safety.

As described previously most of the streets within Collier County were developed to support suburban development patterns with the majority of trips being made on the arterial system. Those roads are designed to allow vehicles to move quickly, with little delay, and at fast travel speeds.

Four and six-lane cross-sections combined with multiple dedicated turn lanes create very large intersections where pedestrians and bicyclists are not comfortable crossing.

Access management is an important treatment to reduce the potential for conflicting movements, and can enhance vehicle safety. The down side is that highly controlled access also allows drivers to feel more comfortable driving faster due to the reduced points of vehicle access to the corridor.

These high speed roads create an uncomfortable and less safe environment for bicyclists and pedestrians. The net result is that people will not walk unless they have no other choice, and if bicyclists

are present, they often utilize the sidewalks due to a lack of bike lanes or discomfort with the high speeds on the roadway.

Access & Transportation Mode Parity

Every trip begins and ends with a pedestrian. Therefore, walking (and bicycling to a lesser extent) forms the basis to our entire transportation system. However, walking and bicycling modes are often afterthoughts in transportation planning and funding. Striving for mode parity and providing appropriate pedestrian and bicycle modes should be primary goals of the MPO and local governments. A transportation system is only as successful as one's ability to access the system whether by foot, bicycle, or wheelchair. It only takes one missing ramp to make the connection inaccessible to people with disabilities, or one missing sidewalk to prevent an elderly person from reaching the nearest transit stop. Providing a bicycle and pedestrian network that is accessible to all users and all communities within Collier County is essential. An important component of an effective network is linking population centers and providing bicycle and pedestrian access to public transit.

Connectivity & Continuity

An effective bicycle and pedestrian network should interconnect communities, shopping centers, employment hubs, parks, recreational areas, schools, hospitals, civic centers, government building, and major entertainment areas.

Unfortunately, the existing development pattern and inherited roadway network, leaves a significant portion of Collier

County with significant gaps in the bicycle and pedestrian network and substantial challenges and barriers to retrofitting those conditions.

While there are significant pedestrian and bicycle facilities throughout Collier County, the overall network remains fragmented, and inconsistent. Facility gaps often discourage individuals from biking or walking. These gaps create unsafe conditions and conflicts with motorists. In addition to actual gaps in a network, the perception of gaps can be a significant deterrent for many individuals considering biking or walking to a given destination.

Link to Transit

Providing pedestrian and bicycle access to transit is essential. Simply put, providing inadequate facilities to the bus will either discourage people from using transit or force them to get into dangerous situations to get to the bus. Currently, Collier County has several major arterials with bus routes where bus stops are located on both sides of the road, but a sidewalk is only provided on one side. Additionally, some bus stops are located midblock without a crosswalk to allow users to safely get from one side to the other.



Facility Type and Diversity

There are numerous types of bicyclist and pedestrian users with varying preferences and levels of ability including, commuters, school children, recreational users, and avid cyclist. A comprehensive and effective bicycle and pedestrian network should provide a variety of facility options. It is also widely accepted that providing a variety of facility types can also influence the number of people who choose to walk or bike. Providing a diversity of facilities is a way to be responsive to a variety of user groups and increase their walking and cycling comfort and perceived safety.

For example many recreational users prefer riding on multi-use pathways; however, commuters and fitness riders prefer riding on the road. These riders are experienced cyclists and are comfortable sharing the road with motor vehicles. For them, designated bike lanes and paved shoulders are ideal. Likewise, right-of-way, engineering, and financial constraints may warrant different facilities in different circumstances.

Consequently, an effective network should provide numerous options so that the most appropriate facility type can be selected for the given situation.

Facility Design

Many of the comments received about safety were associated with specific intersections and the design of existing bicycle and pedestrian facilities. Existing facilities in Collier County are not always consistently designed and constructed. Design standards vary from community to community and some of the standards currently utilized may not be consistent

with today’s best practices. Additionally, many existing facilities may not meet Americans with Disabilities Act (ADA) standards.

It also important to note that most facilities are ‘bare-bones’ in that they do not provide ancillary amenities such as dedicated lighting, shade structures, benches, rest areas, bicycle parking, signage and wayfinding. High quality facilities that provide excellent amenities will significantly improve a user’s experience and will encourage greater use of those facilities.



Development & Land Planning Practices

The project team, as well as many individuals from the public, recognizes that historical development patterns and planning practices in Collier County have shaped the existing bicycle and pedestrian network and pose challenges in developing an interconnected network and promoting walkable and bikeable communities.

Very large gated developments restrict access and do not provide any cross-through public right-of-way for motor vehicles, pedestrians or bicyclist. This

epitomizes the challenging land development practices in Collier County.

As a result of these practices, in most of the county, we are left with “superblocks” served by an extensive arterial system that interconnects at approximately 2 mile intervals. This often dissuades people from walking or bicycling and leads to most children being driven to school and adults relying on the automobile even for basic errands.

Promoting Livable Communities & Increasing the Number of Bicyclists and Pedestrians

A general comment heard over and over is the need to make Collier County a more “livable community” and a friendlier place to walk and bike. This sentiment is also echoed in numerous local planning documents such as Collier County’s recently completed Master Mobility Plan.

While tackling this issue will require significant changes to existing conditions and current planning and transportation practices, Collier County has two communities - Naples and Marco Island - that provide excellent examples of what is needed to promote walking and biking and enhance livability.



Identified Issues & Recommendations



Walkability guru, Dan Burden, has identified downtown Naples with its traditional development patterns as one of the County's most walkable communities. Marco Island is a great example of a predominantly suburban community that promotes slower vehicle speeds and provides extensive bicycle and pedestrian facilities. This has led to significant bicycle and pedestrian activity throughout this island community, greater social interaction and enhanced livability.





Recommendations

The following approaches, strategies, programs and initiatives provide ways to address the identified bicycle and pedestrian issues and concern. Some of these recommendations can be implemented immediately while others are presented as “best practices” and provide options to consider should funding be available and conditions feasible.

Construct New Bicycle and Pedestrian Facilities

The most efficient and immediate way to improve bicycle and pedestrian safety and promote modal shifts is to build more facilities. While Collier County currently has a significant amount of sidewalks, bike lanes, paved shoulders and shared use paths, there are significant gaps in the network and serious retrofit challenges.

Providing basic facilities on the identified network should be the number one priority. Strategically improving the bicycle and pedestrian network can improve access, connectivity and continuity, improve safety, support transit, and provide more options for users.

Section 4 of this report outlines a detailed Needs Plan for Collier County, and proposes facility priorities. The proposed needs plan is a continuation of ongoing efforts by the MPO and its member communities to identify, evaluate, select, and fund feasible bicycle and pedestrian projects.

Adopt a Bicycle and Pedestrian Accommodation Policy

The MPO has a well-established process for selecting, funding and building bicycle and pedestrian facilities. This process is effective and has been carefully fine-tuned by staff, the PAC, and the MPO Board over the years.

The MPO’s bicycle and pedestrian program is predominantly focused on facility projects; however, there are significant opportunities in developing policies and programs to support and further the goals of this plan.

In order to develop a true multi-modal transportation system that fully accommodates walking and bicycling, the MPO and local member jurisdiction should provide clear policy direction that recognizes the importance and benefits of non-motorized modes of travel, and directs their staffs to put all modes on equal footing.

It is recommended that the MPO adopt policies for the accommodation of bicycle, pedestrian, and transit facilities when planning and designing roadway projects during new road construction, reconstruction, resurfacing, and traffic operations/intersection improvements.



These policies should be consistent with USDOT’s “Policy Statement on Bicycle and Pedestrian Accommodations & Recommendations,” and should make sure that all new road projects consider the needs of all those who use the transportation system.

Support from local policy makers is essential in changing how local roads are planned, designed, and funded. The MPO Board and local elected officials are the ones that ultimately decide if regulations, programs, and funding for bicycle and pedestrian facilities will change or remain the same.

Many of the recommendations found below will require policy support to move beyond planning and into implementation.

Encourage Local Jurisdictions to Adopt Complete Streets Policies

Complete Streets are designed with consideration to all users; not just vehicular travel. It is understood that the application might differ from jurisdiction to jurisdiction and even from project to project, but having established complete streets policies will ensure that all modes are considered in the design process.

Evaluate Existing Street Design and Safety Enhancement Opportunities

Improving safety cannot be solely addressed by providing new facilities. Bicycle and pedestrian crashes, conflicts, and unsafe conditions occur on existing facilities and can be caused by a number of reasons including poor facility design, bad

surface conditions, dirt and debris, insufficient lighting, inadequate signage and signalization, or lack of medians or refuge islands.

Some of these problems are localized and can be addressed with relatively low costs or effort. Sometimes simple re-striping, maintenance, sweeping, or minor physical retrofits can address the issue. Other issues, such as roadway design, are much more problematic, and require a concerted study and significant expense to remedy the problem.

As such, it is recommended that the MPO and local jurisdictions evaluate current roadway designs and consider opportunities for implementing certain safety enhancements.

Solutions such as medians, mid-block crosswalks, reduction of access points and turning movements, and refuge islands could be applied.

Crossings

Crossings have the greatest potential for hazards, for they are where pedestrians, cyclists, and vehicles have ownership of the same space.

All crossings should be provided with ADA accessible slopes, ramp widths and tactile surface treatments so visually impaired pedestrians are directed properly. Tactile or contrasting pavement also signals to the driver that they should slow down and be aware of pedestrian activity.

Medians and Refuge Islands

Medians provide refuge for pedestrian and cyclist, control vehicular movements and help make the overall roadway feel smaller. When trees are planted in the median to provide a canopy over the roadway, the visual quality of the corridor is significantly increased and the “sense of enclosure” provided to the motorist can help slow travel speeds. They are an important source of refuge for pedestrians (between opposing travel lanes) and for vehicles waiting to turn left. They have been proven to significantly reduce crashes when compared with undivided four or more lane roadways.

They can also add civic character and beauty to a community by providing places for trees, landscaping, and hardscape treatments, such as art work or statues. The medians provide three functions: calm traffic; beautify and shade the street; and provide drainage.

Textured Crosswalks

Textured crosswalks are beneficial in a number of ways. In addition to visually reminding a driver to slow down, a slight rumble and vibration also occurs. Textured crosswalks can be made of brick/concrete pavers, or pigmented concrete/asphalt and patterned to beautify the street.



Signalization

Crossing of major intersections are facilitated by signals. Signals are important to allow the sharing of the limited time each intersection has to move vehicles and pedestrians through it while avoiding conflict between movements. It is important that signal timing be managed to avoid unnecessary delays since cyclists and pedestrians will often cross outside of the proper phase if they feel they are waiting too long. Bicycle-activated detection measures are one solution that could be considered.

Traffic Calming

Traffic calming includes an array of engineering techniques to physically alter road design with the purpose of slowing down traffic and improving safety conditions. Some of these techniques include bulb-outs, elevated cross-walks, chicanes, and traffic circles.



Road Diets

This transportation planning technique involves the reduction of lanes or effective width of a roadway to slow down traffic. This technique is often paired with adding on-road parking to the roadway.

Take Advantage of Regularly-Scheduled Maintenance

The conversion of paved shoulders into bike lanes, the restriping of wide curb lanes to provide a shoulder or bike lane, and re-striping bike lanes at intersections to address “key hole” issues are some of the improvements that can be addressed through any road improvement project, including the regular resurfacing of roadways. Resurfacing occurs according to a planned schedule, which provides jurisdictions with the ability and opportunity to assess and implement bicycle and pedestrian enhancements as part of this process. The MPO and local governments should adopt procedures or mechanism such as simple checklists to ensure that streets scheduled for resurfacing are reviewed to determine if other improvements, such as bicycle pedestrian improvements, ADA improvements, and safety enhancements can also be incorporated.

Consider Strategic Network Quality Improvements

It is understood that building facilities and developing a county-wide bicycle and pedestrian network is the number one priority but strategically improving network quality should also be a considered when making funding decisions.

Network quality is related to “**user experience**,” which is nebulous and can be challenging to define. Part of the challenge is that there are numerous types of bicycle and pedestrian users with varying levels of abilities and needs. However, best practices around the country, demonstrate that improving the user experience will increase bicycle and pedestrian activity.

The MPO should consider developing strategic demonstration projects that incorporate certain enhanced design features described below.



Amenities

Amenities such as seating, rest areas pedestrian-scaled lighting and bike parking can significantly affect a person walking and cycling experience. These features can encourage and support walking and biking as well as provide community, economic and quality of life benefits. Given the importance of tourism to this area, and an expressed desire to protect and enhance the quality of life, creating well-amenitized facilities can enhance recreational activities, enhance entertainment centers and strengthen Collier County’s image as an outstanding place to visit and live.



Source: pedbikeimages.org

Wayfinding & Signage

Wayfinding and signage are effective ways to improve user experience, but can also help brand a bicycle and pedestrian network, and entice economic activity along routes. Wayfinding and directional signs provide information and direction to guide cyclists and pedestrian safely and efficiently along routes. Wayfinding signs, such as a pedestrian directory, can provide landmark names and directional arrows that indicate the direction of travel to particular point of interest.

Landscaping

If properly planned and provided, street trees can serve three purposes: beautification, protection, and shelter. Trees between a sidewalk/share use path and the roadway help protect pedestrian and cyclists from passing cars. Using this technique, users will not feel as vulnerable to speeding vehicles and large trucks. On narrower roads, the trees will naturally slow down drivers. The trees create a feeling of enclosure, and drivers become

more alert of pedestrians and cyclists and what occurs on the sides of the street.

Shade trees, such as the live oak, offer ample shade where used properly. In some areas, shade trees are provided but are planted too far from the sidewalk to offer any shading. Shade trees should be placed so that a tree's canopy covers the sidewalk. Trees may be used on both sides of the sidewalk or multi-use path in appropriate areas such as residential areas and at non-retail frontages.

Care needs to be taken in the planting of shade trees so as to not diminish the visibility of the sidewalk/multi-use path from natural surveillance. Additionally, Crime Prevention Through Environmental Design (CPTED) principles would be utilized when developing landscaping plans to ensure security.



Source: pedbikeimages.org

Encourage Facility Diversity

The Needs Plan presented in Section 4 of this document, focuses on the provision of sidewalks, bike lanes, paved shoulders, and shared-use paths. However, there are many other types of facilities that could be used within different areas of the County.

For example, this plan does recommend the use of Share the Road signs and “sharrows”⁴ on Fifth Avenue in Naples. The plan also calls for the development of bike routes which would utilize existing facilities and rely on signage and wayfinding.

Urban areas such as Naples, with greater densities and intensities, and established roadway grids, lend themselves to a greater variety of facilities. It is highly recommended that local communities consider all facility types when planning and building bicycle and pedestrian facilities within their jurisdictions. Also, as the successful implementation of this Pathways Plan occurs, this plan can be revised to include more types of facilities within the network.

Innovative bicycle and pedestrian facilities such as pedestrian malls, bicycle boulevards, and buffered bike lanes are some of the many options available. Given the predominance of high speed, high volume roads in the county, buffered or physically separated bike lanes might be a good way to improve user comfort and perceived safety.

Facility types are diverse and serve different functions and set of circumstances. There are numerous sources that describe and define these facilities in detail. Some of the best resources include:

- AASHTO guidelines (*Guide for the development of Bicycle Facilities & Policy on Geometric Design of Highways and Streets*)
- The Manual on Uniform Traffic Control Devices (MUTCD),

⁴ Sharrows are shared-lane marking placed in the center of a travel lane to indicate that a bicyclist may use the full lane.

CASE STUDY: INNOVATIVE BIKE FACILITY

Bayshore Drive Painted Bike Lanes

Naples, Florida



A recent improvement project funded by the Bayshore Beautification Municipal Service Taxing Unit (MSTU) provided green painted bike lanes on a 1.4 mile stretch of Bayshore Drive in East Naples from U.S. 41 East to Thomasson Drive. With the completion of this project, the Bayshore Community joins a select few cities in Florida in providing colorful bike lanes to improve safety for cyclists and pedestrians. An estimated 120 cyclists travel along Bayshore Drive daily, including employees who commute to work, children who cycle to school and others who cycle for recreational purposes. Adding the green colored lanes will improve cyclists' visibility for motorists.

Many local jurisdictions will be monitoring the Bayshore project and its effect on safety for potential use elsewhere in the future. The MSTU paid \$90,000 for the project with local taxes set aside for beautification improvements, which includes bicycle and pedestrian improvements.

- FDOT's Greenbook, including the Florida *Bicycle Facilities Planning and design Handbook* and the *Florida Pedestrian Facilities Planning and*

Design Handbook.

- www.walkinginfo.org
- www.pedbikeinfo.org
- www.saferoutesinfo.org

Establish a Greenways and Trails Program

Perceived safety concerns and user comfort are significant issues associated with the existing bicycle and pedestrian network in Collier County. Providing select off-road facilities would be an excellent way to address this expressed concern and provide greater facility diversity.

According to FDOT's Conserve by Bicycle Program Study, about 75% of bicycle trips in Florida are recreational. Additionally, this study explains that shared use paths in a separate right-of-way (greenways) are perceived to be the safest and most comfortable facilities and will encourage greater bicycle trips than any other facility.



The Comprehensive Pathways Plan has always included a greenways component, but given the significant needs and limited resources, these facilities have not received much attention.

The MPO and local jurisdictions should explore the establishment of a separate program for greenways and trails. This program would provide focused attention to those facilities and be responsible for identifying specialized funding. This program should also be closely linked to Parks and Recreation departments, and existing public and private efforts to develop greenways such as the River of Grass Greenway.

Implement Education, Encouragement & Enforcement Strategies, Campaigns & Programs

A recurring theme to most safety comments by the public was the need to educate drivers and bicyclists alike. Many believe that bicycle and pedestrian safety education programs and campaigns are greatly needed in Collier County.

Education, encouragement and enforcement programs not only improve safety but can also be key to increasing mode share for walking and bicycling, and build support for bicycle and pedestrian continued investment. Such programs require the involvement of local governments and agencies, law enforcement, private entities, non-profit organizations and a strong volunteer base.

Education

Education has to occur on several levels.

- Educating cyclists, pedestrians, motorists and law enforcement personnel about, laws and regulations, as well as best practices associated with responsibly sharing the road.
- Educating the public about the benefits of walking and cycling, including health, traffic, environmental, social, economic and livability benefits.
- Educating government and agency staff about ongoing efforts, existing programs and resources available.

Education efforts should cast a wide net and utilize a wide variety of mediums and forums to target different audiences. Examples include: public presentations, training classes, safety campaigns in the media, curriculum content within schools and driver education classes, and dissemination of information through websites, public access television, and printed documents.



Bicycle and Pedestrian Safety and Education Program Tucson, AZ



Bus shelter safety signs and HAWK pedestrian crossing lights

This project was developed to improve safety for pedestrians and bicyclists. The Federal Highway Administration (FHWA) estimates that less than \$1.00 per year per student is currently spent teaching children safe traffic skills, and virtually no federal funds are spent on adult pedestrian and bicycle safety classes.

The goals of the Pima County-Tucson Bicycle and Pedestrian Safety and Education Program are to reduce roadway crashes and injuries among pedestrians and bicyclists, increase awareness of the responsibilities of pedestrians, bicyclists and motorists, and promote tolerance among all roadway users.

The two largest components of this program were public outreach and safety training.

The program incorporated many tools including:

- Radio and television Public Service Announcements promoting pedestrian and bicyclist safety
- Educational videos
- Student safety classes
- Traffic safety guides and maps
- Free cycling safety classes for the public
- Bicycle light kits and helmets

The main message of the various promotions was to promote an overall “share the road” ethic within the community.

The program was funded through a \$454,000 federal transportation enhancement grant, \$105,000 in Pima County funds, and \$29,000 in City of Tucson funds. The Pima County DOT secured funding to extend the program and plans to seek further funding to continue the program.

In Collier innovation crossings are being utilized on Marco Island, Immokalee and along Bayshore Drive.

Source: Pedestrian and Bicycle Information Center
<http://www.pedbikeinfo.org/>

Encouragement

Encouraging people to bike and walk is about creating mode shifts and promoting healthier and more sustainable lifestyles. Education is a significant aspect of encouraging bicycle and pedestrian activity, but encouragement goes beyond education by establishing programs, events, campaigns, and regulations that enable or promote biking and walking.

Encouragement is about:

- Providing adequate infrastructure and an enjoyable user experience to encourage greater use
- Developing a variety of programs that encourage biking and walking, including programs that encourage:
 - the use of transit
 - bicycling and walking through organized events, and
 - children to walk and bike to school
- Developing policies and programs that promote walking and biking through:
 - facility, roadway, and urban design
 - guidelines regarding where to locate schools and how to design school campuses
 - directives regarding the acquisition and design of parks, recreation areas, and conservations land
 - land development regulations promoting Complete Streets, and livable communities
- Marketing and promotion of existing facilities, plans and programs

Enforcement

Motorist and cyclist must share the road and must obey a set of rules and regulations. Using enforcement as an education tool and as a means to correct dangerous behavior can significantly improve safety conditions on roadways.

Unfortunately, many people, including police officers are not fully aware of the laws that govern bicyclists and pedestrians. Therefore, the priority should be on partnering with law enforcement entities to develop bicycle and pedestrian programs focused on education and awareness building.



Promote & Facilitate the Design of Livable & Walkable Communities

Land use and transportation are inexorably linked. Trying to improve bicycle and pedestrian conditions in isolation is a challenging endeavor. A key component to making communities more livable is to plan and design communities that are human-scaled and walkable. This means designing roads for all users including bicyclists and pedestrians and also children and the



elderly. Local governments should examine their current policies, land development regulations and design guidelines to remove impediments and promote the following concepts.

Encourage Mixed Use Developments and Urban Design Elements

Through the proper mix of uses; the design and orientation of buildings to the street; and design of streets and pathways, more people tend to be “out and about” during all times of the day. The mix of uses allows for shorter trip distances, which encourages walking and bicycling. Utilizing these elements results in a built environment that promotes more “eyes on the street” and “natural surveillance.” This increases safety, discourages crime, and, thereby further increases the attractiveness of walking, bicycling, and using transit.

Public Realm Improvements

The pedestrian experience is almost as important as the actual distance traveled. The public realm is the area between building facades on each side of the street, including the street, sidewalk and landscaped areas. Improvements to the public realm can have dramatic effects on walking and cycling. Creating facilities that pedestrians feel safe and comfortable walking along is essential. Street trees and building features such as awnings, display windows, and arcades to provide protection from the elements will extend the reasonable pedestrian shed. Placing buildings at the back of sidewalk improves access and convenience for the pedestrian. The pedestrian experience can be further enhanced by providing complementary uses and amenities such as restaurants, shops, public artwork, and benches.

Pedestrian Shed

Research shows that trip distance is the most important factor affecting our choice to walk. People will generally walk between a quarter-mile to a half mile (called the pedestrian shed) to routine destinations such as shopping or transit. These distances take approximately five to ten minutes for the average person to walk. Locating key attractions within the pedestrian shed of higher density residential areas will increase the number of pedestrians and cyclists.

Shorten Block Lengths, Increase Interconnectivity and Limit Cul-de-Sacs

Great communities have a diversity of street types serving different users and community needs. They should vary in size and scale and should terminate at an intersection with other streets, creating a dense network of transportation routes. A gridded street system, with high interconnectivity is ideal for increasing route options and improving convenience. It reduces the need for four and six-lane highways, which reduces vehicle speeds and increases safety for pedestrians and cyclists. For block size to be supportive to pedestrians and therefore supportive to all modes of travel, block perimeters should be limited to an average perimeter of approximately 1,320 feet. Cul-de-sacs should be used very sparingly such as when some physical barrier prohibits connecting into the network. Maximum cul-de-sac lengths should be provided in development regulations and pedestrian access should be encouraged when cul-de-sacs back up to each other.

CASE STUDY: Traffic Calming & Redesigning Neighborhoods Sacramento, CA



Planted Diverters

Problem

The City of Sacramento lacked a cohesive guide explaining the advantages and disadvantages of various traffic calming treatments that could potentially improve pedestrian safety.

Solution

The final 70-page Traffic Calming Guidelines publication not only specifies a toolbox of traffic calming measures, but also defines the process to follow for retrofitting existing neighborhoods, the probable results of the measures, and standard designs for the implementation of traffic calming measures. It lists advantages and disadvantages to various treatments and provides illustrative pictures, estimated costs, and impacts. The Guidelines toolkit is a key element in the education and communication between planners and residents. Once these changes are made, such as enforcement and educational components, an evaluation period takes place.

At this point in the process the City staff present a report to the neighborhood, and if necessary, further measures are considered. Partners included the Planning and Fire departments, the City School District, Walk Sacramento, Sacramento Area Bicycle Advocates, and Dan Burden's Walkable Communities. Funding was provided through a combined effort of the City of Sacramento, the State of California Office of Traffic Safety, the Business, Transportation, and Housing Agency, and the Federal Highway Administration. The total cost for the development of the guidebook was approximately \$27,000.

Results

The City of Sacramento adopted the Guidelines to assist the public, city staff, consultants, and developers in creating a safer environment for pedestrians by identifying traffic calming devices and steps for implementation. Speeds were reduced in local neighborhoods, and new neighborhoods were designed from the start to promote reduced speeds.

*Source: Pedestrian and Bicycle Information Center
<http://www.pedbikeinfo.org/>*

Design Streets for Lower Speeds

Lower speeds not only increase actual safety for pedestrians and cyclists, but also increase the perception of safety. Collier County and its municipalities should develop regulations that allow design features to reduce vehicle speeds. There are numerous design treatments that can reduce speeds on roadways, including:

- Reducing lane widths
- Providing on-street parking
- Incorporating street calming features including raised crosswalks, speed tables, bulb-outs, and chokers at intersections
- Utilize traffic circles
- Provide textured crosswalks





The following section presents bicycle and pedestrian facility needs for Collier County. It includes the Prioritized Needs Plan that identifies and prioritizes bicycle and pedestrian needs on the identified Major Roads network, and also identifies greenway and bike route needs.

Prioritized Needs Plan

The project team worked closely with the MPO staff and the Stakeholders Working Group to develop the following Prioritized Needs Plan. The Prioritized Needs Plan is a tool that can be used by the PAC, staff, the MPO, and member jurisdictions to help them identify, evaluate, and select potential bicycle and pedestrian projects. It forms the first step in the project selection process and provides general guidance to the PAC, which is responsible for identifying specific facility projects and their parameters, evaluating the unique conditions associated with each project, assessing the development feasibility, selecting, and ranking projects for funding and eventual construction.

Developing the Prioritized Needs Plan entailed the following process:

- 1. Defining the Bicycle and Pedestrian Network (see Existing Conditions section)*
- 2. Updating the Bicycle and Pedestrian Existing Facilities Inventory (see Existing Conditions section)*
- 3. Identifying, Mapping and Cataloguing all Bicycle and Pedestrian Needs*
- 4. Evaluating Needs*
- 5. Prioritizing Needs and Identify Estimated Construction Costs*

Needs Identification

As described in the Existing Conditions section of this report, the project team defined the bicycle and pedestrian network and updated the MPO's facilities inventory to correct discrepancies and reflect facility construction that occurred after 2006. Once identified, existing facilities were classified according to facility type (see page 17) and entered into a GIS database. Based on this data, gaps in the network were identified, classified as bicycle or pedestrian needs and mapped accordingly. See Exhibits 7 and 8, which illustrate all bicycle and pedestrian needs respectively. The maps distinguish between needs on one side of the road versus both sides. Also, when existing facilities were severely segmented or "broken", these segments were treated as if there were no facilities, and identified as needs.

Needs Evaluation

An important component of the Prioritized Needs Plan is evaluating each need according to a standard methodology in order to assess its relative importance in helping meet plan goals and address network deficiencies.





The project team built upon the GIS methodology developed by staff and the PAC, and presented in the 2010 Addendum to the 2006 Comprehensive Pathways Plan. The project team and Stakeholders Working Group used the identified goals, issues, and concerns to select criteria to evaluate each facility need. Over 20 criteria were discussed, considered, and eventually whittled down to the following ten that are presented in order of importance as ranked by the Stakeholders Working Group:

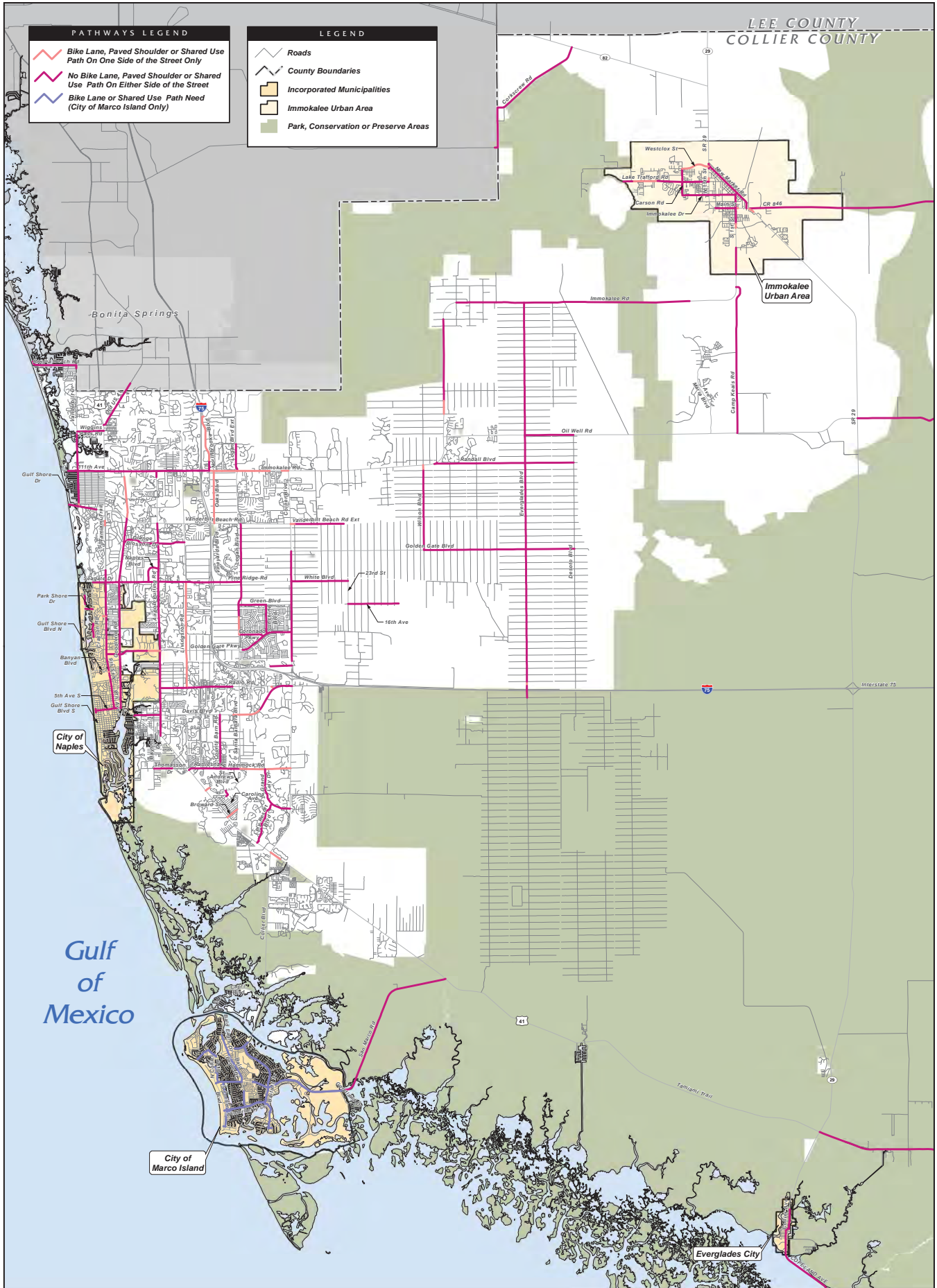
1. Safety
2. Proximity to Schools
3. Proximity to Transit
4. Proximity to Health Care and Public Facilities
5. Proximity to Activity, Commercial, Employment, Tourism Center
6. Connectivity/Missing Links
7. Population Density
8. Significant Corridor
9. Continuous Bike Route
10. High Transit Reliance Areas

All ten criteria were used to evaluate the bicycle needs. However, pedestrian needs were evaluated according to all the criteria except Continuous Bike Routes which do not apply to pedestrian facilities.

Exhibit 9 presents the 10 criteria, how each criteria was measured, the significance of that criteria, and the relative weight it was given. Appendix B presents the Stakeholders Working Group's ranking of the criteria and how the relative weights were assigned.

For each of the criteria, a GIS map was created. These maps identified the individual criteria being measured - for example, the Proximity to Schools Map identified all schools recognized by the Collier County Board as well as Colleges and Universities. A two mile radius was drawn around each school. Using GIS capabilities, every bicycle or pedestrian need that fell within two miles of a school was identified and given the weighted score for Schools. If a need did not fall within the radii, it was given a score of zero. This was done for each of the criteria. The 10 GIS maps created for this evaluation process follow as Exhibits 10 through 20.

All needs were evaluated by segment and a total score was assigned to each segment. The segment scores were used to assign a priority ranking to each identified need. Appendix C provides a detailed list of needs broken down by segment and their scoring for each criterion.

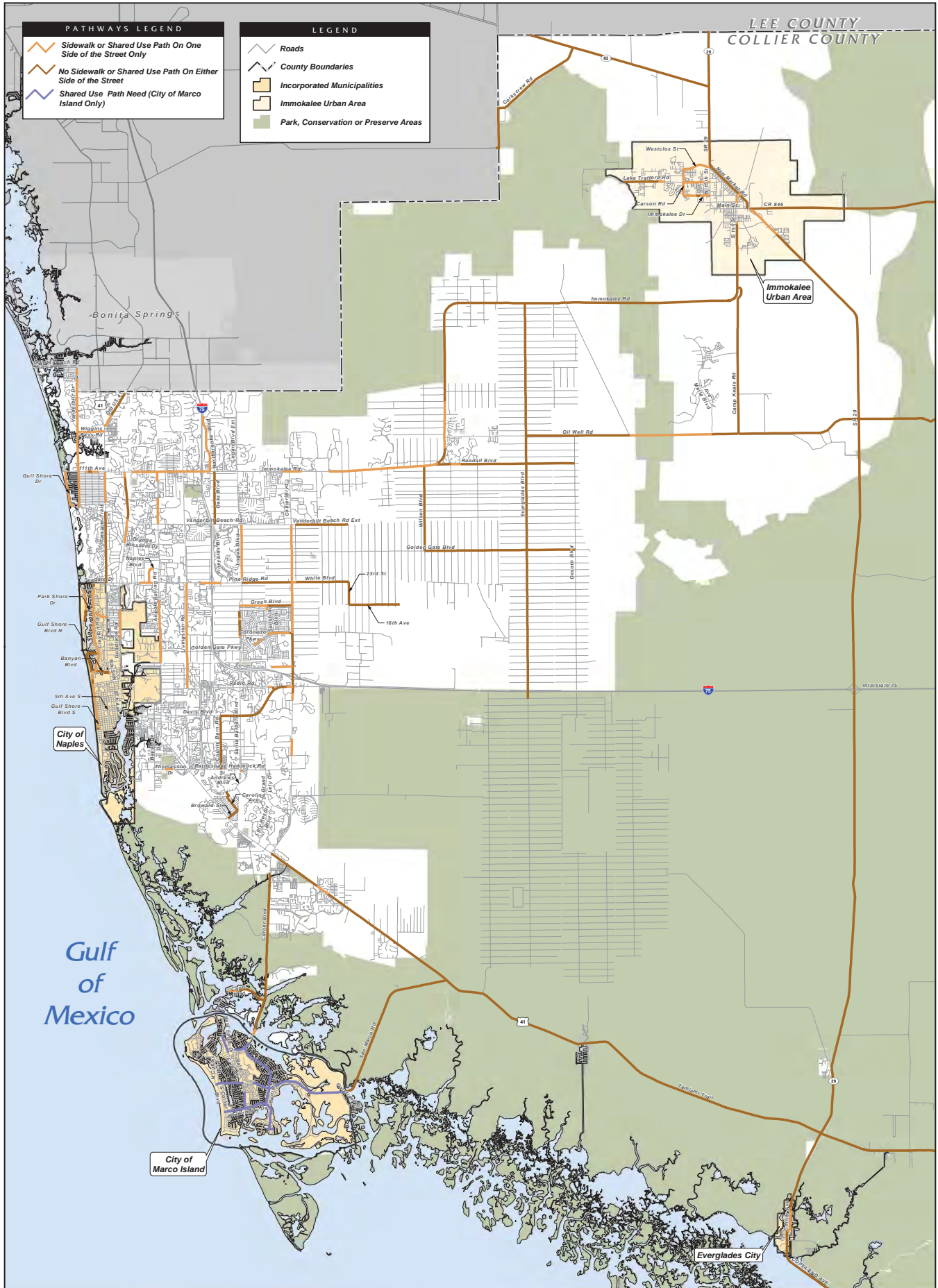


Bicycle Facility Needs
(Bike Lanes, Paved Shoulders & Shared Use Paths)
2012 Comprehensive Pathways Plan



Not to Scale





Not to Scale

Pedestrian Facility Needs
 (Sidewalks & Shared Use Paths)
2012 Comprehensive Pathways Plan



Expanding and Improving the Network

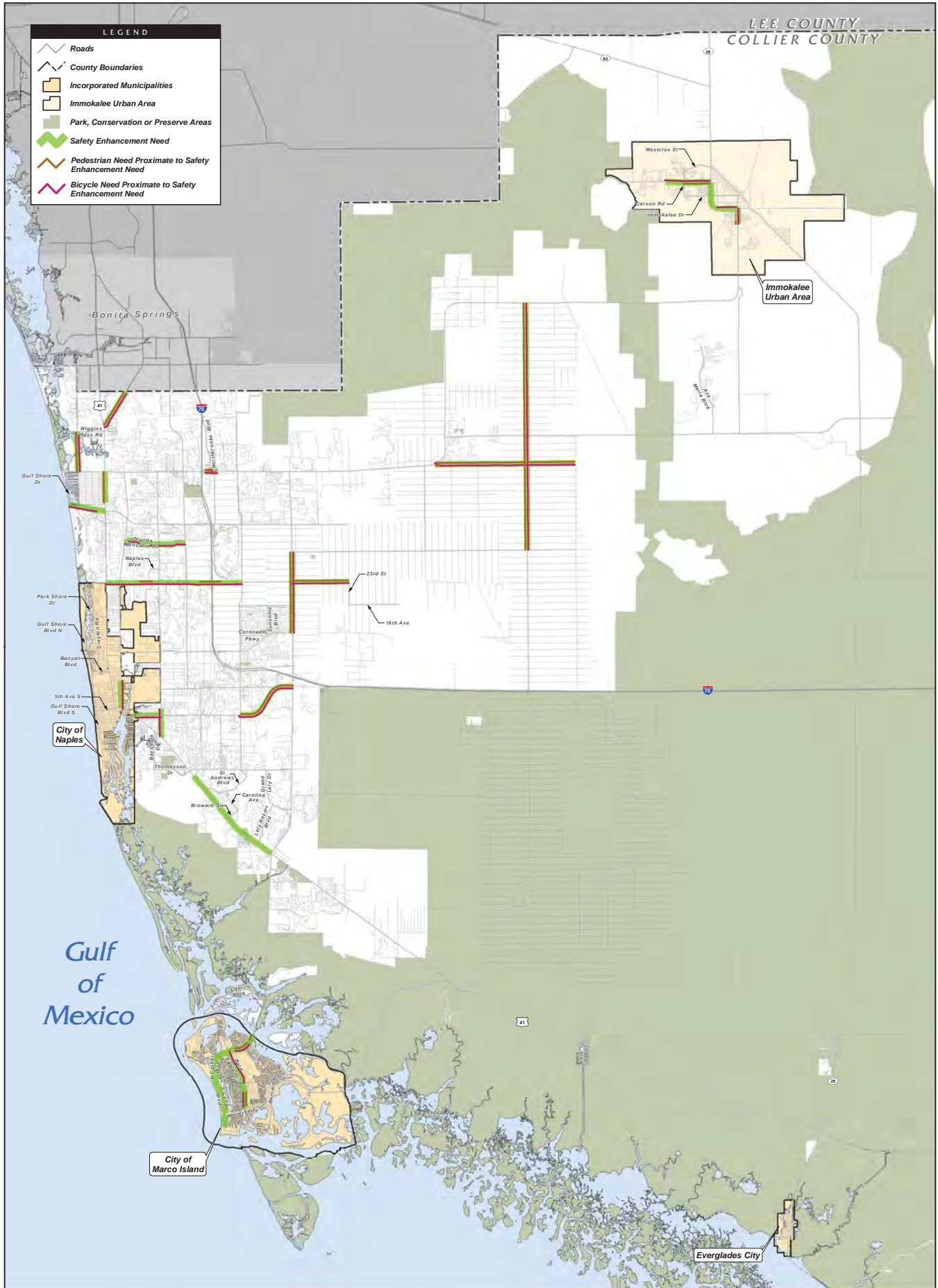


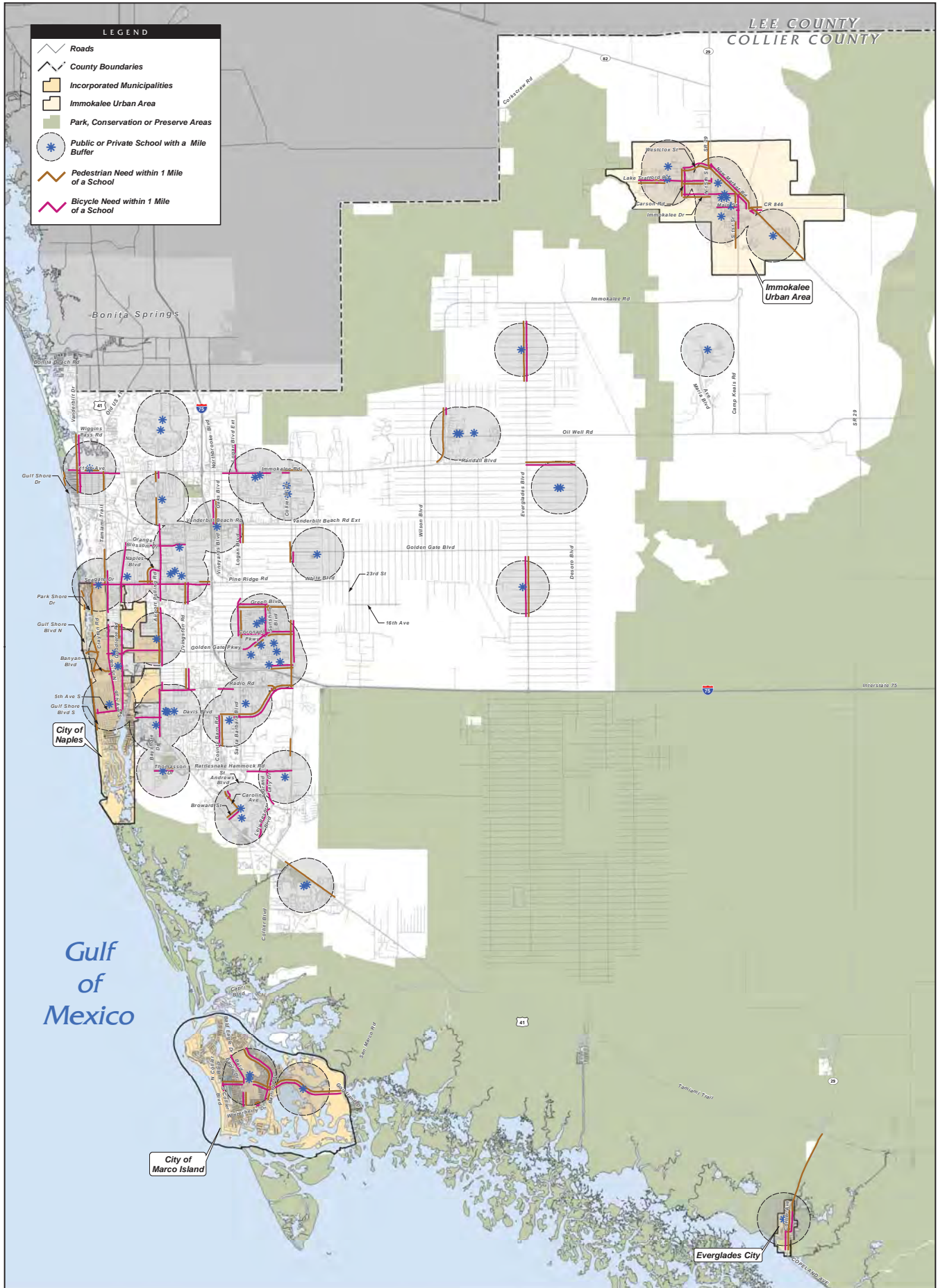
Exhibit 9

CRITERIA	Measurement	Significance
Safety	Map roadway corridors with bicycle and/or safety concerns as identified by Stakeholders Working Group. Identify facilities needs within corridor and score accordingly.	Improving user safety and reducing crashes and fatalities is the top priority for the Pathways Plan. Providing adequate bicycle and pedestrian facilities is the most immediate tool in improving safety conditions. Additionally, improving actual or perceived safety conditions can encourage more people to walk and bike.
School Proximity	Map all schools. Identify facility needs within 1 mile radius of Schools. Score needs accordingly.	To encourage young people to walk or bike to school. To provide safe routes to school in alignment with Federal Safe Routes to School funding program.
Proximity to Transit	Map all transit lines. Select facilities needs that fall on those lines. Score needs accordingly.	Transit, bicycle and pedestrian modes of transportation complement and support each other. Transit users must walk or bike to the bus stop. Providing facilities to the stops encourages transit use, offers mobility choices for all and reduces the reliance on the automobile.
Proximity to Health Care & Public Facilities Proximity to Activity, Commercial, Employment, Tourism Center	Map all hospitals and government facilities. Select facility needs within 1 mile. Score needs accordingly. Map significant commercial, entertainment, recreational, tourism and employment centers. Select facility needs within 1 mile. Score needs accordingly.	To provide access and transportation options for all users to essential service facilities. Provides access, and connectivity to the most frequented areas of the County. Promotes use of alternative modes, and contributes to livability and economic activity.



CRITERIA	Measurement	Significance
Connectivity/Missing Links	Identify significant facility gaps or gaps that can be easily closed to enhance connectivity to a point of interest or continuity within a corridor. Score needs within these facility gaps accordingly.	Gaps in bicycle and pedestrian facilities can create hazardous conditions and discourage people from walking or biking to their destination. Filling in gaps can improve connectivity and facility continuity, improve safety conditions, and promote greater walking and cycling activity.
Population Density	Using 2010 census tract data, map population density throughout the County and identify areas with the highest densities. Score needs along those areas accordingly.	With limited funds and seemingly limitless facility needs, the intent is to invest in facilities which will benefit the greatest amount of people.
Significant Corridor	Identify a few priority corridors where complete and continuous facilities are desired. Identify significant corridors that interconnect the County from a North-South or East-West perspective. Score facility needs within those corridors accordingly.	Continuous, cross-county facilities enhance county-wide mobility options, connect neighborhoods and activity nodes, and provide safe and convenient facilities to most urbanized areas.
Continuous Bike Route	Identify significant bike routes that are heavily used or could be heavily used by avid cyclists and identify facility needs within those identified routes. Score bicycle needs along those routes accordingly.	To provide safe and enjoyable routes for the avid cyclist. To meet needs of avid and frequent users. To promote cycling and physical activity.
High Transit Reliance Areas	Map 10 most utilized transit stops in Collier County. Identify needs within 1 mile of those areas and score those needs accordingly.	To provide facilities in areas where a large proportion of the population has to walk, bike, and use transit to meet basic transportation needs. Expands mobility options for user groups such as the young, elderly, and tourists who may not have a car they can use.



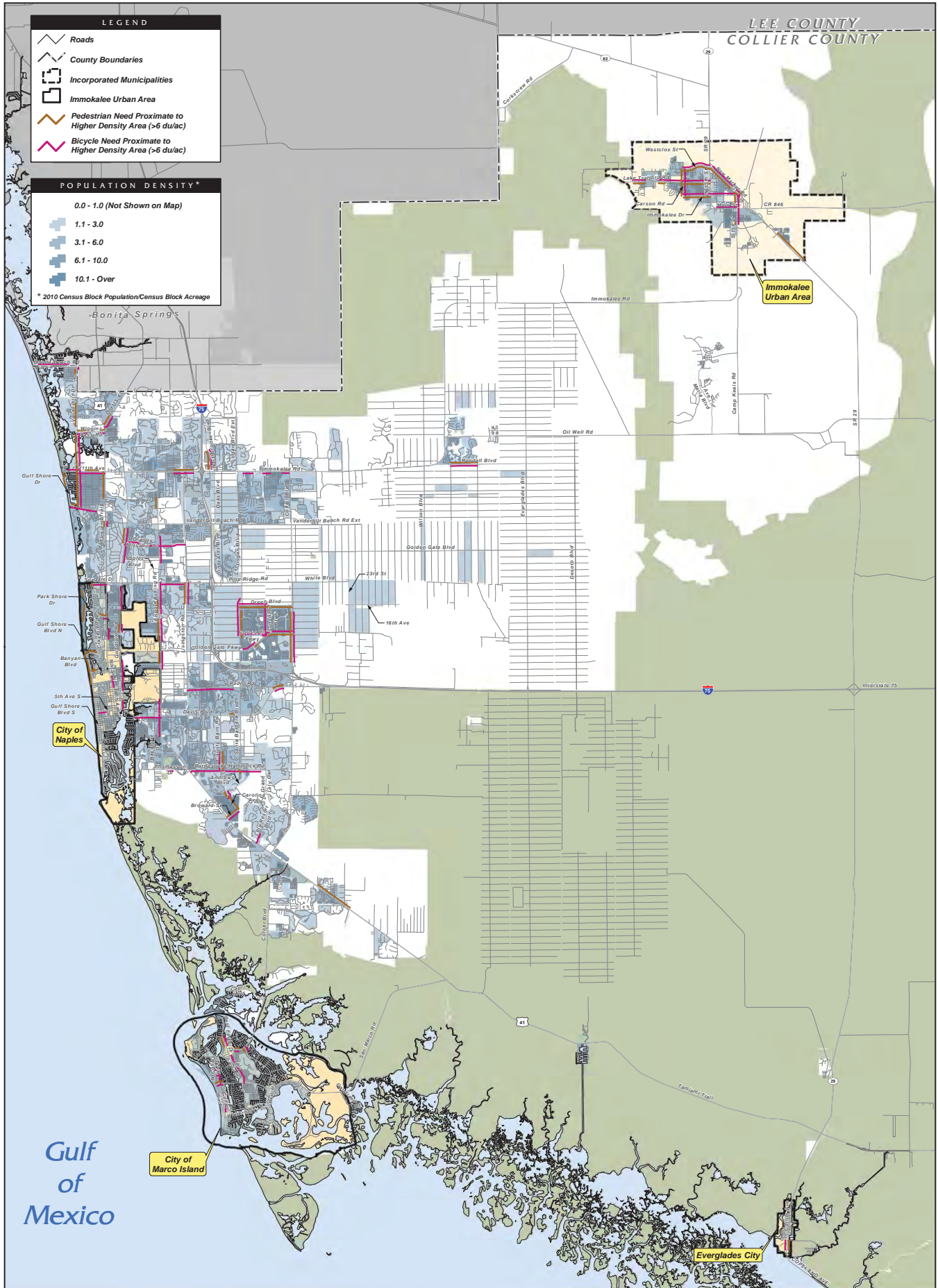


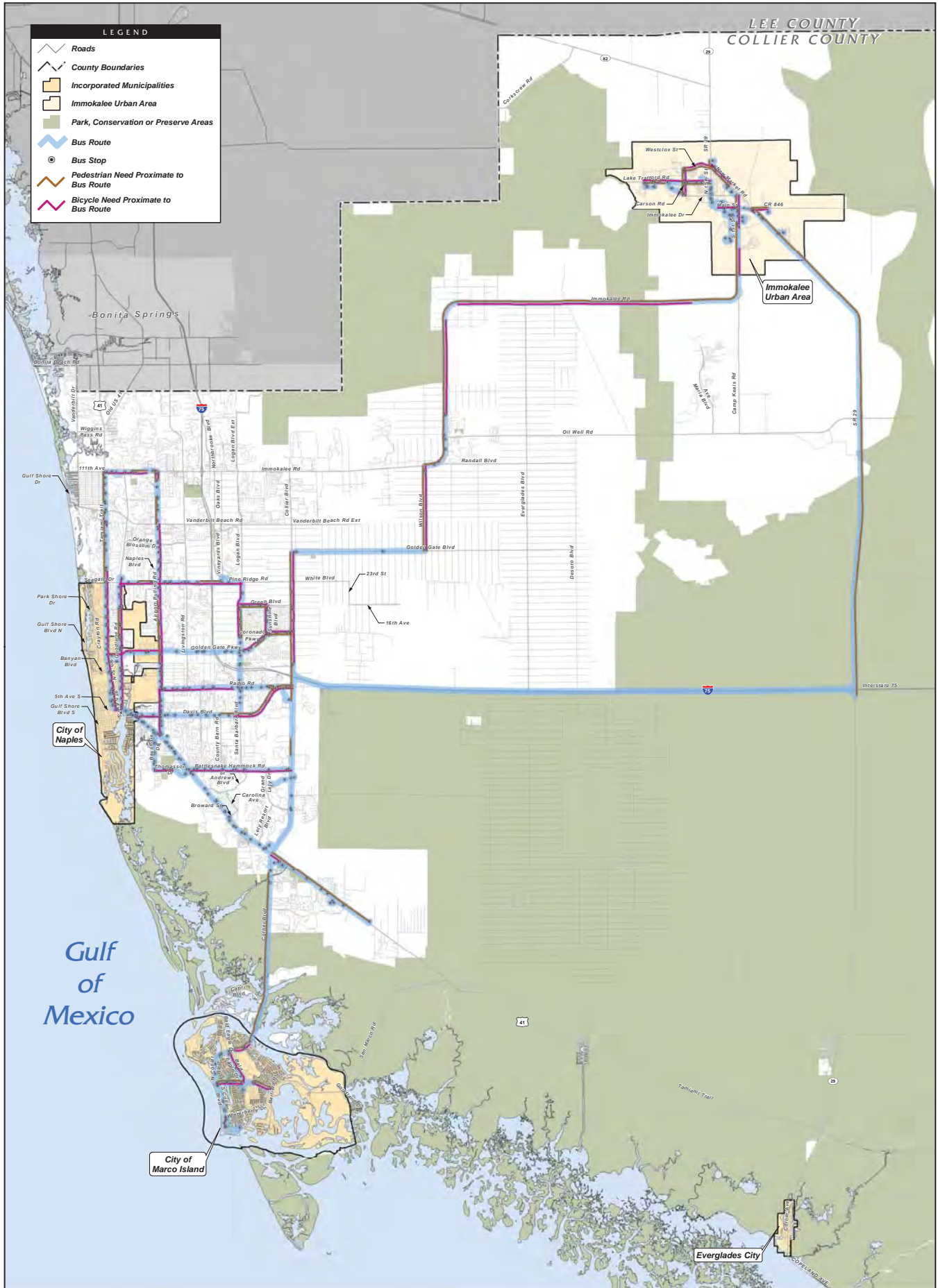
Not to Scale

PROXIMITY TO SCHOOLS

2012 Comprehensive Pathways Plan





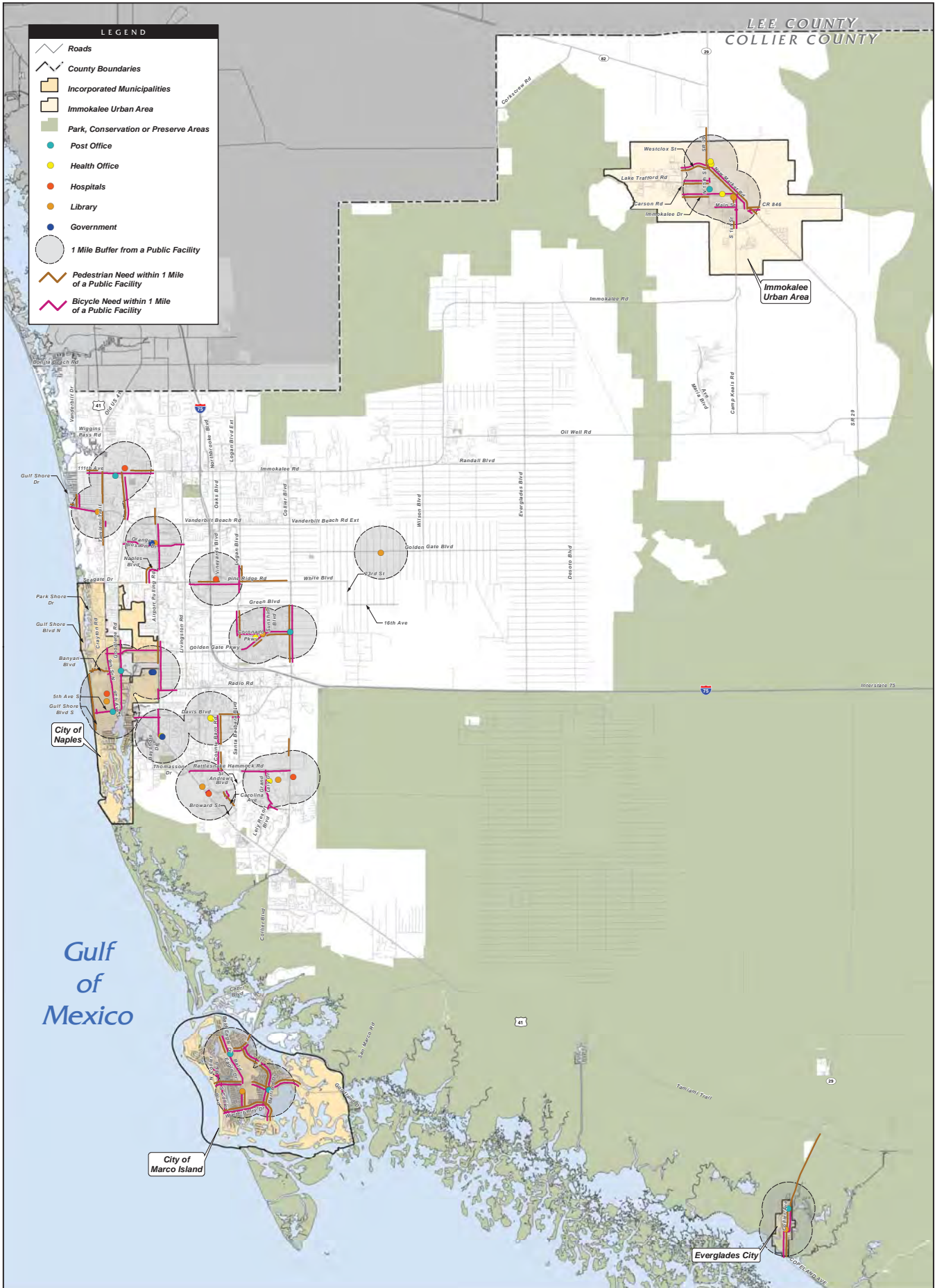


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PROXIMITY TO TRANSIT

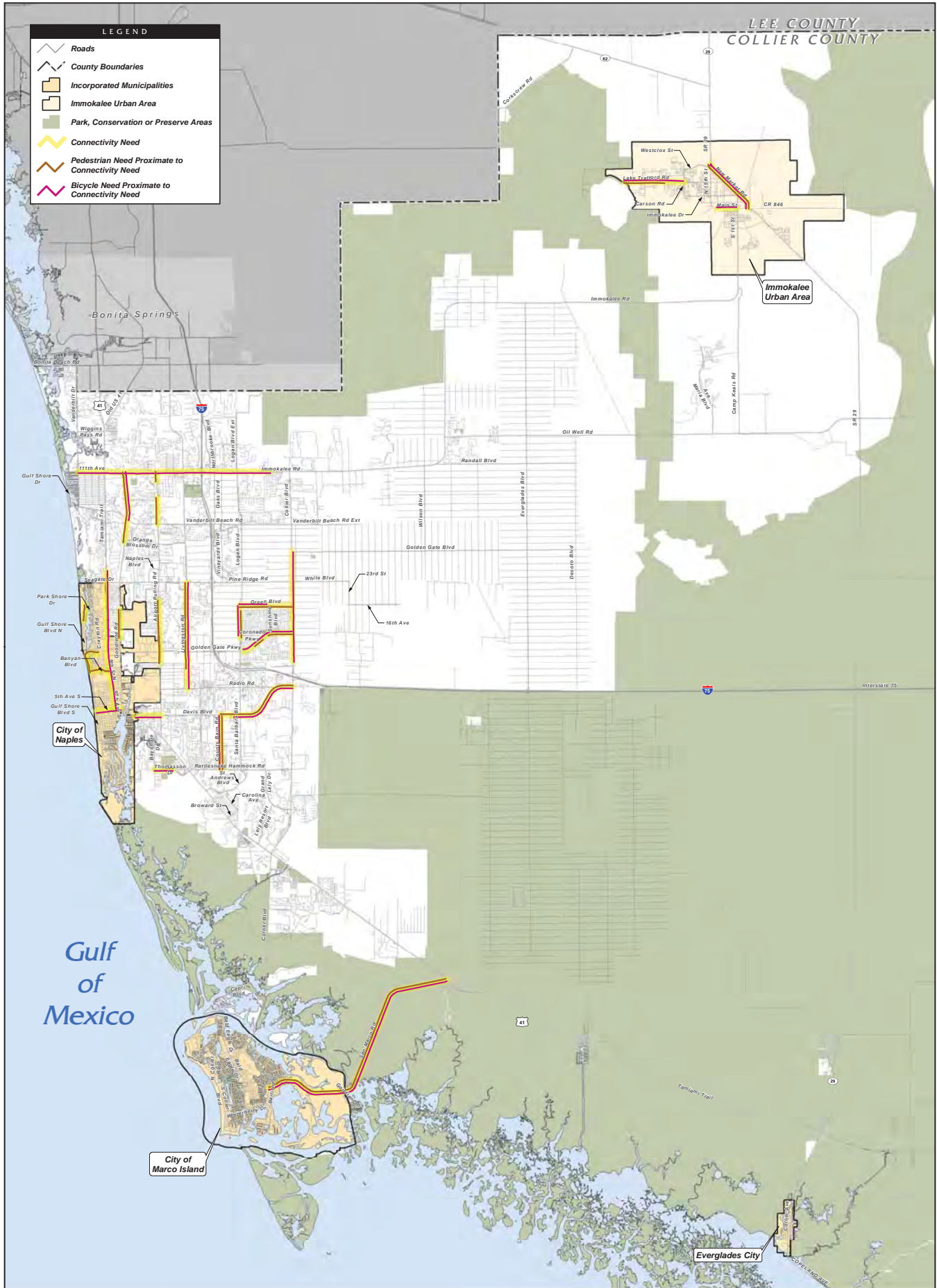
2012 Comprehensive Pathways Plan





PROXIMITY TO HEALTH CARE & PUBLIC FACILITIES
2012 Comprehensive Pathways Plan



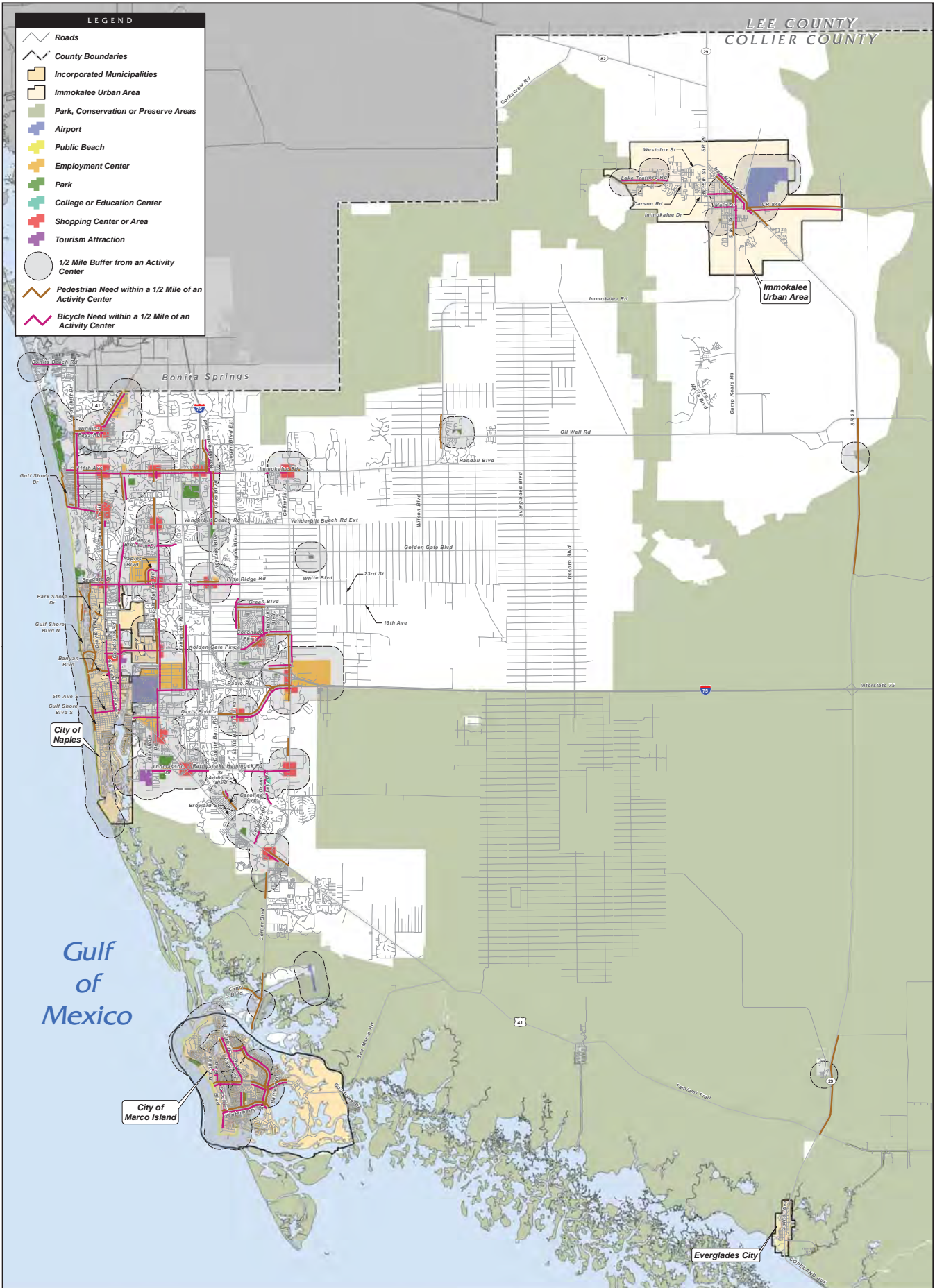


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BICYCLE & PEDESTRIAN CONNECTIVITY

2012 Comprehensive Pathways Plan



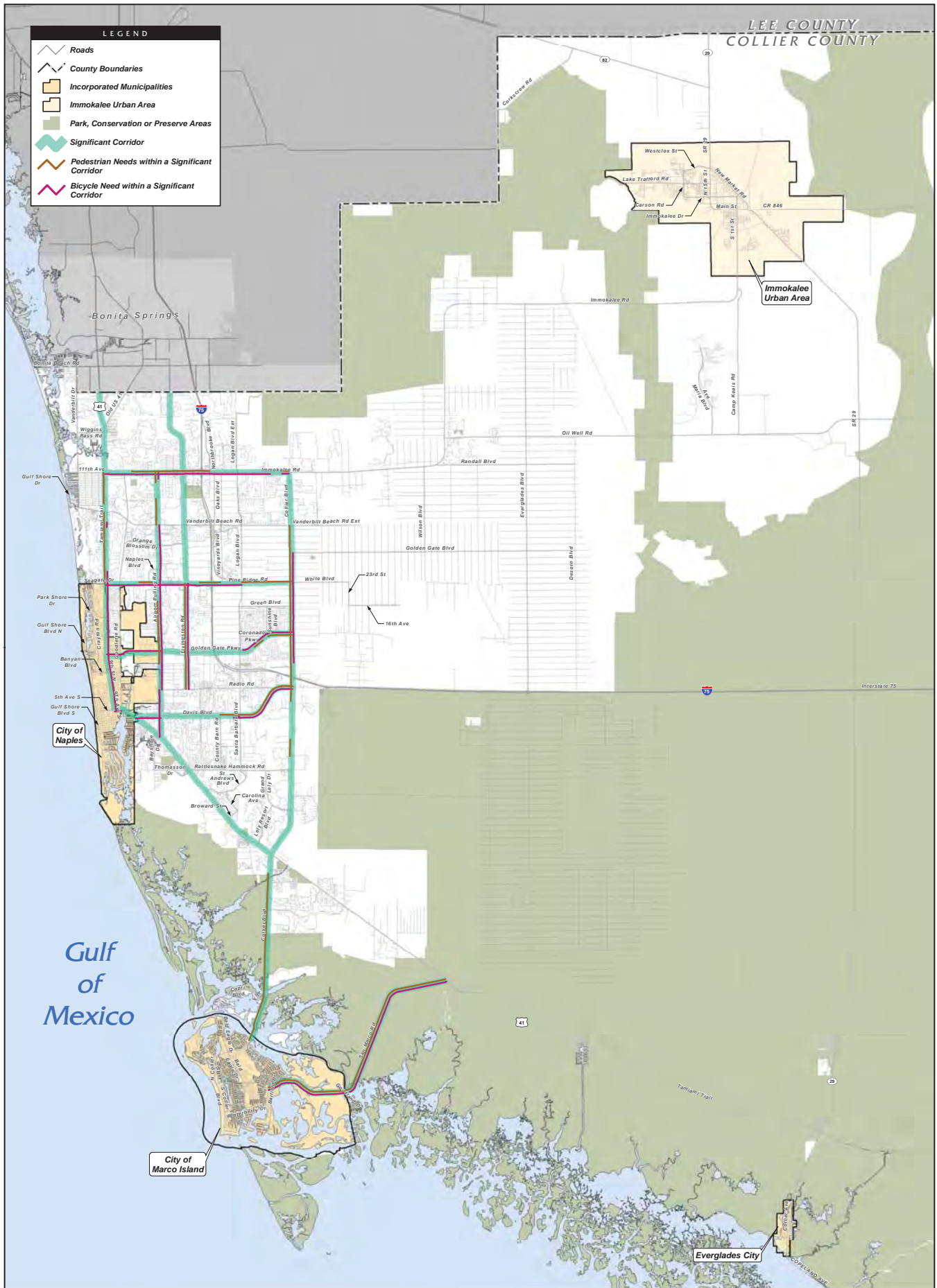


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PROXIMITY TO ACTIVITY CENTER

2012 Comprehensive Pathways Plan



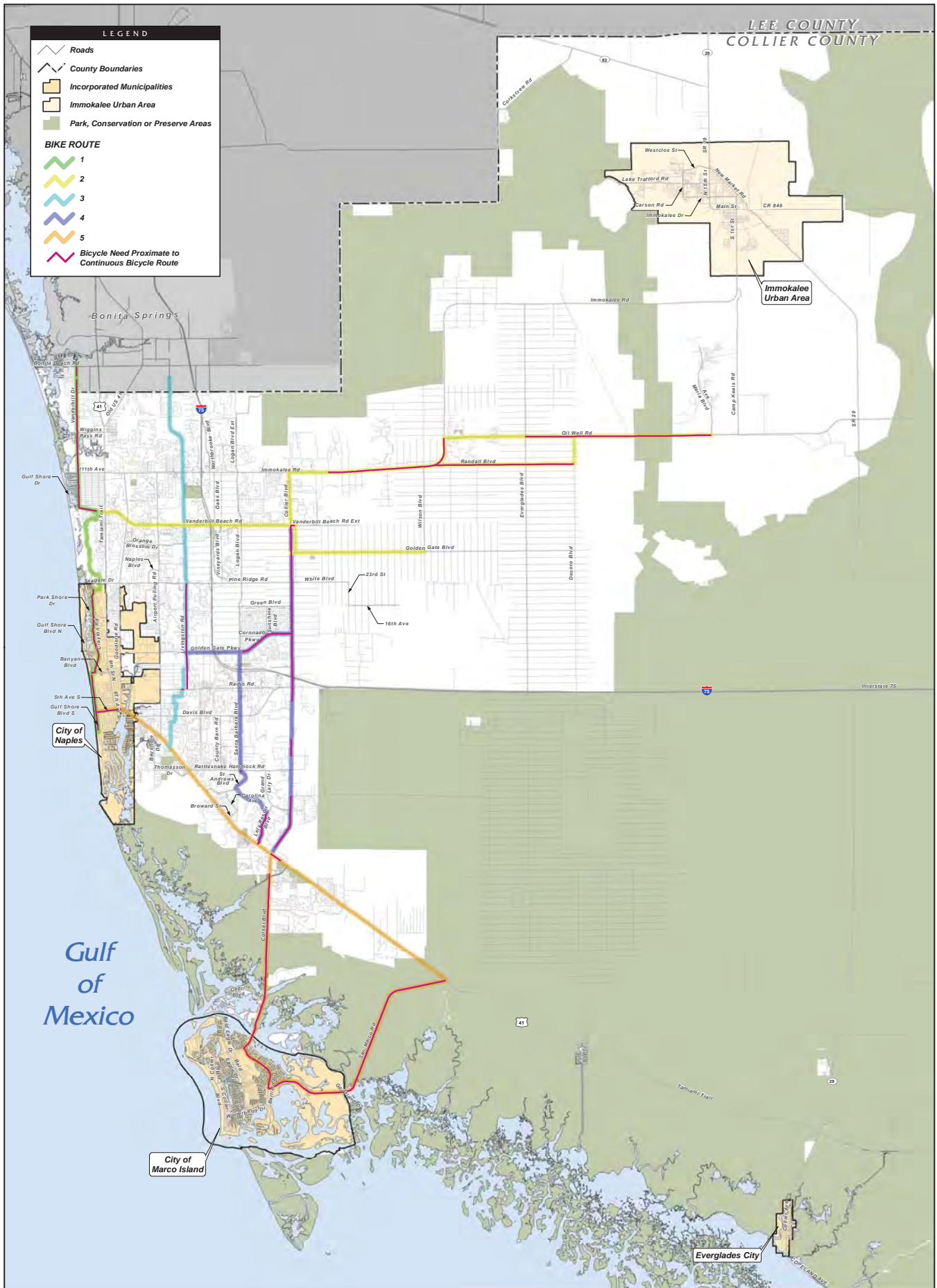


Not to Scale

SIGNIFICANT CORRIDORS

2012 Comprehensive Pathways Plan





LEGEND

- Roads
- County Boundaries
- Incorporated Municipalities
- Immokalee Urban Area
- Park, Conservation or Preserve Areas

BIKE ROUTE

- 1
- 2
- 3
- 4
- 5
- Bicycle Need Proximate to Continuous Bicycle Route

CONTINUOUS BIKE ROUTES

2012 Comprehensive Pathways Plan



Not to Scale

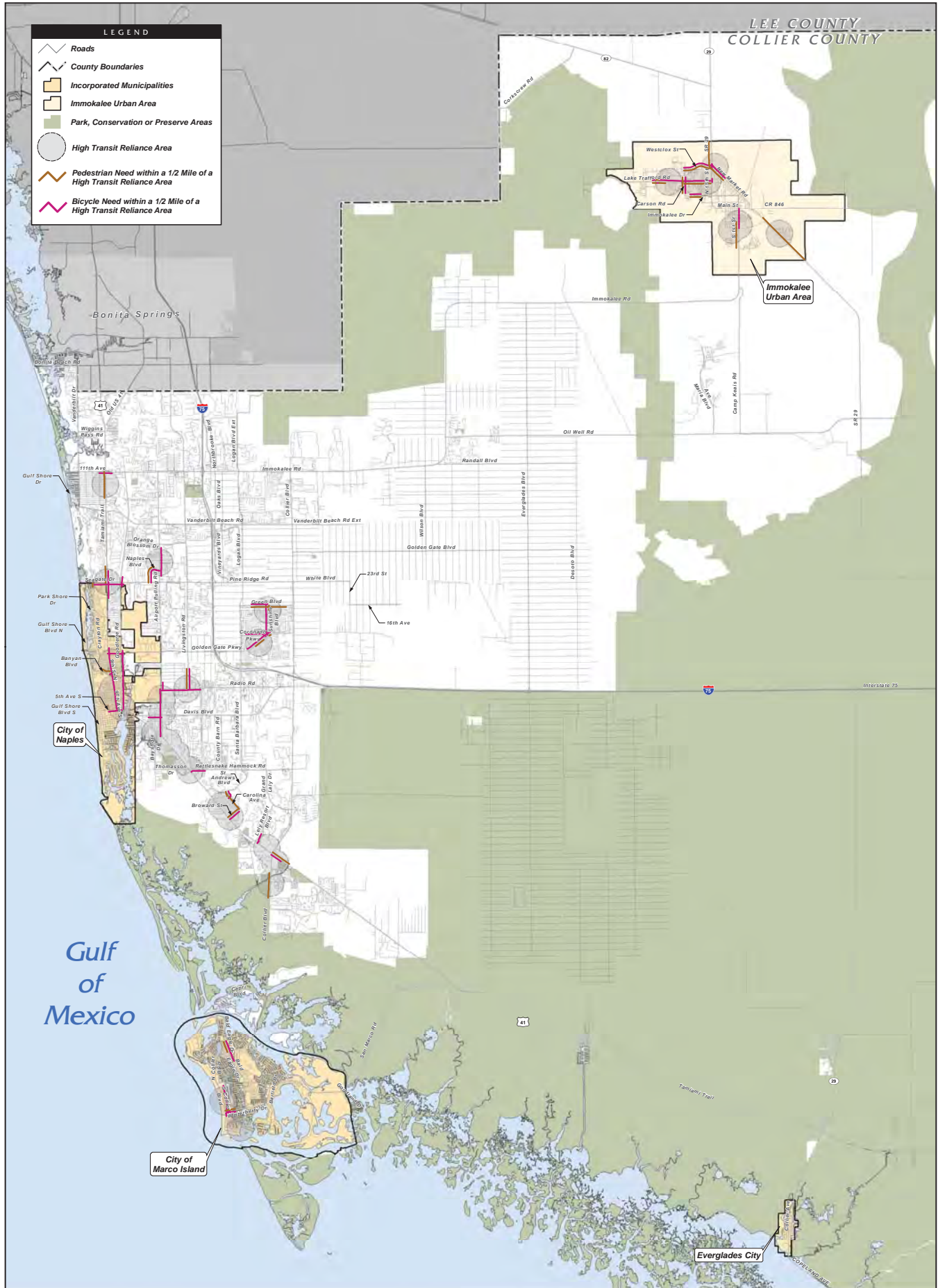
Prepared By:

DWA
DESIGN WORKS ASSOCIATES

MPO
COLLIER
Metropolitan Planning Organization

Prepared For:

GIS Solutions of Florida
23rd Ave



Not to Scale

HIGH TRANSIT RELIANCE AREA

2012 Comprehensive Pathways Plan



Prioritized Needs

Bicycle facility needs received a potential score ranging from 0 to 55. Those scores were used to assign a priority ranking of Low, Medium or High. Low Priority needs scored less than 12, Medium Priority needs scored between 12.1 through 23, and High Priority Needs scored greater than 23.

For pedestrian facility needs, scoring was slightly different since nine (9) criteria were used instead of 10. The potential scoring range was from 0 to 50.33. The Low Priority needs scored less than 10, the Medium Priority needs scored between 10.1 and 19, and the High Priority needs score above 19.

Once ranked according to priority, needs were further reviewed to a) identify if they were already part of a programmed roadway improvement, or if they were part of a planned roadway improvement in the MPO's Long Range Transportation Plan; b) to identify the needed facility and assign it a construction cost estimate; c) to identify particular characteristics associated with the feasibility of building the needed facility.

The prioritized bicycle and pedestrian needs are presented in Exhibits 23 and 24, which list the prioritized needs in tabular format, and Exhibits 24 and 25, which map and color code those needs.

The following two tables summarize the needs for each local jurisdiction according to assigned priority.

Estimated Construction Costs

It should be noted that the estimated cost associated with each need is for facility construction costs only and does not include additional costs such as right-of-way acquisition and drainage improvements. The linear mile cost utilized for the various facilities is presented in Appendix D and is consistent with the estimated costs identified in the LRTP and FDOT's District 1 methodology.

The intent behind providing the estimated construction costs is to provide "order of magnitude" estimates that the PAC can use for their preliminary assessment of needs. It is understood that as projects are identified, construction feasibility will be evaluated and that estimates will be further refined to include costs beyond basic facility construction.





Exhibit 20				
Prioritized Bicycle Needs (Linear Miles)				
	Low	Medium	High	High - Programmed
Everglades City	0.000	1.859	0.000	0.000
Marco	1.664	1.297	4.241	9.504
Naples	0.000	0.296	12.574	0.000
Immokalee	4.427	0.697	9.411	2.325
Unincorporated Collier (Not Including Immokalee)	84.183	31.735	45.264	5.518
Total Collier	90.214	35.187	71.49	17.348

Exhibit 21				
Prioritized Pedestrian Needs (Linear Miles)				
	Low	Medium	High	High - Programmed
Everglades City	0.000	0.000	2.253	0.000
Marco	0.904	3.525	1.617	7.060
Naples	0.000	6.544	2.490	1.075
Immokalee	6.108	0.542	8.504	2.988
Unincorporated Collier (Not Including Immokalee)	204.372	30.678	28.180	12.334
Total Collier	211.384	41.289	43.045	23.457

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Exhibit 22

Bicycle Need ID Number	Roadway Name	From	To	Miles	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B1	111TH AVE N	VANDERBILT DR	TAMIAMI TRL N	1.00	High	BIKE LANES, 2 SIDES	\$266,213.04	COLLIER				
B2	16TH AVE SW	9TH ST SW +	23RD ST SW	1.91	Low	BIKE LANES, 2 SIDES	\$509,289.90	COLLIER				
B3	5TH AVE S	12TH ST S	GULFSHORE BLVD S	0.95	High	SHARE THE ROAD	TBD	NAPLES	COST TBD			
B4	9TH ST N	CENTRAL AVE	HARBOUR DR	2.30	High	BIKE LANES, 2 SIDES	\$611,435.71	NAPLES				
B5	9TH ST S	CENTRAL AVE	5TH AVE S	0.38	High	BIKE LANES, 2 SIDES	\$101,402.85	NAPLES				
B6	ADDISON CT	W INLET DR	E INLET DR	0.14	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$24,766.88	MARCO ISLAND				X
B7	AIRPORT PULLING RD N	RADIO RD	VANDERBILT BEACH RD	6.47	High	BIKE LANES, 2 SIDES	\$1,722,171.97	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B8	AIRPORT PULLING RD S	RADIO RD	TAMIAMI TRL E	1.81	High	BIKE LANES, 2 SIDES	\$480,420.45	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B9	AMAZON CT	N COLLIER BLVD	CASTAWAYS ST	0.06	Medium	BIKE LANES, 2 SIDES	\$15,569.00	MARCO ISLAND				
B10	BALD EAGLE DR	HEATHWOOD DR	N COLLIER BLVD	1.16	High	BIKE LANES, 2 SIDES	\$307,282.57	MARCO ISLAND				
B11	BALD EAGLE DR	N COLLIER BLVD	GIRALDA CT	0.61	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$109,080.81	MARCO ISLAND				
B12	BANYAN BLVD	PINE CT	12TH AVE N	0.02	Medium	BIKE LANE, 1 SIDE	\$3,318.75	NAPLES				
B13	BLUEBILL AVE	BLUEBILL AVE	VANDERBILT DR	0.37	High	BIKE LANES, 2 SIDES	\$97,217.77	COLLIER				
B14	BONITA BEACH RD	VANDERBILT DR	KINGS KEW	1.72	Low	BIKE LANES, 2 SIDES	\$456,720.02	COLLIER				
B15	BROADWAY E	COPELAND AVE N	COLLIER AVE	0.12	Medium	BIKE LANES, 2 SIDES	\$31,194.67	EVERGLADES CITY				
B16	BROWARD ST	TAMIAMI TRL E	CAROLINA AVE	0.47	High	PAVED SHOULDER, 1 SIDE (south east)	\$32,083.28	COLLIER		Programmed		
B17	CAMP KEAIS RD	IMMOKALEE RD	OIL WELL RD	5.68	Low	PAVED SHOULDER, 2 SIDES	\$767,897.64	COLLIER			X	
B18	CARSON RD	IMMOKALEE DR	WESTCLOX ST	1.01	High	BIKE LANES, 2 SIDES	\$268,807.08	COLLIER				
B19	CASTAWAYS ST	SATURN CT	AMAZON CT	0.22	Medium	BIKE LANES, 2 SIDES	\$58,493.79	MARCO ISLAND				
B20	CHARLOTTE ST	IMMOKALEE DR	NEW MARKET RD W	0.09	High	BIKE LANES, 2 SIDES	\$23,155.60	COLLIER				
B21	COLLIER AVE	BROADWAY E	BEGONIA ST	0.74	Medium	BIKE LANES, 2 SIDES	\$197,719.55	EVERGLADES CITY				
B22	COLLIER BLVD	GOLDEN GATE PKWY	CITY GATE BLVD N	4.16	High	BIKE LANES, 2 SIDES	\$1,105,695.48	COLLIER	LRTP PROJECT EXTENDS NORTH TO GREEN BLVD		X	
B23	COPELAND AVE S	EVERGLADES CITY LINE	SMALLWOOD DR	2.45	Low	BIKE LANES, 2 SIDES	\$651,783.30	COLLIER				
B24	COPELAND AVE S	BROADWAY E	OYSTER BAR LN	1.00	Medium	BIKE LANES, 2 SIDES	\$265,703.06	EVERGLADES CITY				
B25	CORKSCREW RD	SR 82	CORKSCREW RD CURB	5.38	Low	PAVED SHOULDER, 2 SIDES	\$726,814.78	COLLIER				
B26	CORONADO PKWY	GOLDEN GATE PKWY	SANTA BARBARA BLVD	0.93	High	BIKE LANES, 2 SIDES	\$247,809.19	COLLIER				
B27	COUNTY BARN RD	DAVIS BLVD	WOODMERE LAKE CIR	1.08	Medium	BIKE LANES, 2 SIDES	\$286,587.96	COLLIER				
B28	COUNTY BARN RD	WHITAKER RD	RATTLESNAKE HAMMOCK RD	0.89	Medium	BIKE LANES, 2 SIDES	\$236,392.78	COLLIER				
B29	CR 846	IMMOKALEE BOUNDARY	STOCKADE RD	1.01	Low	PAVED SHOULDER, 2 SIDES	\$136,544.93	COLLIER				
B30	CR 846 E	AIRPARK BLVD	COUNTY BOUNDARY	8.64	Low	PAVED SHOULDER, 2 SIDES	\$1,167,854.60	COLLIER				
B31	CR 846 E	E MAIN ST	AIRPARK BLVD	0.43	Medium	BIKE LANES, 2 SIDES	\$113,862.97	COLLIER				

2012 COMPREHENSIVE PATHWAYS PLAN
Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B32	DAVIS BLVD	TAMIAMI TRL E	AIRPORT PULLING RD S	1.00	High	BIKE LANES, 2 SIDES	\$264,802.39	COLLIER				
B33	DAVIS BLVD	COUNTRYSIDE DR	COLLIER BLVD	2.73	High	BIKE LANES, 2 SIDES	\$726,049.39	COLLIER	L RTP PROJECT STARTS WEST OF COUNTRYSIDE DR AT FL CLUB CIR AND ENDS AT COLLIER BLVD	PE 2012/13 DIH \$10,000 & SU \$100,533. CST 2013/14 DIH \$42,680 & SU \$457,181. CST 2014/15 DDR \$99,468 & DIH \$9,918	X	
B34	E MAIN ST	N 1ST ST	2ND ST	0.09	Medium	BIKE LANES, 2 SIDES	\$23,306.70	COLLIER				
B35	E MAIN ST	12TH ST	14TH ST	0.19	High	BIKE LANES, 2 SIDES	\$50,883.52	COLLIER				
B36	EVERGLADES BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	9.33	Low	PAVED SHOULDER, 2 SIDES	\$1,261,294.97	COLLIER			X	
B37	EVERGLADES BLVD S	GOLDEN GATE BLVD E	48TH AVE SE	5.61	Low	PAVED SHOULDER, 2 SIDES & 1 SIDE	\$747,761.47	COLLIER				
B38	GOLDEN GATE BLVD E	WILSON BLVD N	DESOTO BLVD N	5.69	Low	PAVED SHOULDER, 2 SIDES	\$769,605.52	COLLIER			X	
B39	GOLDEN GATE PKWY	9TH ST N	AIRPORT PULLING RD N	2.07	High	BIKE LANES, 2 SIDES	\$549,493.69	COLLIER				
B40	GOLDEN GATE PKWY	COLLIER BLVD	55TH ST SW	2.07	High	BIKE LANES, 2 SIDES	\$549,762.78	COLLIER				
B41	GOODLETTE-FRANK RD N	CENTRAL AVE	PINE RIDGE RD	4.38	High	BIKE LANES, 2 SIDES	\$1,164,895.10	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B42	GOODLETTE-FRANK RD N	VANDERBILT BEACH RD	CREEKSIDE BLVD	1.59	Medium	BIKE LANE, 1 SIDE	\$211,938.95	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B43	GOODLETTE-FRANK RD N	PINE RIDGE RD	VANDERBILT BEACH RD	2.42	Medium	BIKE LANES, 2 SIDES	\$645,112.56	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B44	GOODLETTE-FRANK RD S	CENTRAL AVE	5TH AVE S	0.38	High	BIKE LANES, 2 SIDES	\$101,707.96	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B45	GRAND LELY DR	RATTLESNAKE HAMMOCK RD	COLLIER BLVD	2.12	Low	SHARE THE ROAD	TBD	COLLIER	COST TBD			
B46	GREEN BLVD	SUNSHINE BLVD	LOGAN BLVD S	1.04	High	BIKE LANES, 2 SIDES	\$277,812.49	COLLIER			X	
B47	GREENBRIER ST	SAN MARCO RD	SATURN CT	0.36	Medium	BIKE LANES, 2 SIDES	\$95,591.05	MARCO ISLAND				
B48	GULF SHORE BLVD S	4TH AVE	6TH AVE S	0.15	Medium	BIKE LANES, 2 SIDES	\$40,275.28	NAPLES				
B49	HEATHWOOD DR	SAN MARCO RD	BALD EAGLE DR	0.18	High	12' SUP	\$57,475.98	MARCO ISLAND				X
B50	HERNANDO DR	"BEACH"	TIGERTAIL CT	0.55	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$96,862.34	MARCO ISLAND		PROGRAMMED		X
B51	IMMOKALEE DR	CARSON RD	N 15TH ST	2.01	High	BIKE LANES, 2 SIDES	\$535,134.73	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B52	IMMOKALEE RD	TAMIAMI TRL N	REMINGTON WAY	0.55	High	BIKE LANES, 2 SIDES	\$146,041.51	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B53	IMMOKALEE RD	39TH AVE NE	PLATT RD	3.58	Low	PAVED SHOULDER, 1 SIDE & S SIDES	\$450,532.68	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B54	IMMOKALEE RD	CORKSCREW LN	Point on Immokalee Rd	8.83	Low	PAVED SHOULDER, 2 SIDES	\$1,194,134.28	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B55	IMMOKALEE RD	CREEKSIDE TRL	ROSE BLVD	5.71	Medium	BIKE LANES, 1 SIDE & 2 SIDES	\$1,290,376.65	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B56	IMMOKALEE RD	PEBBLEBROOKE DR	TO POINT EAST OF 951	0.36	Medium	BIKE LANES, 2 SIDES & 12' SUP	\$118,359.01	COLLIER	CONSTRAINED ROADWAY, WIDE SIDEWALK/SUP MAY SUFFICE.			
B57	INLET DR	S BARFIELD DR	TRAVIDA TER	0.56	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$100,069.50	MARCO ISLAND		PROGRAMMED		X
B58	LAKE TRAFFORD RD	TIPPINS TER	N 15TH ST	2.90	High	BIKE LANES, 1 SIDE & 2 SIDES	\$644,052.70	COLLIER				
B59	LAKE TRAFFORD RD	PEPPER RD	"LAKE"	0.34	Low	BIKE LANES, 2 SIDES	\$90,196.53	COLLIER				
B60	LANDMARK ST	WINTERBERRY DR	SAN MARCO RD	1.09	High	BIKE LANES, 2 SIDES	\$290,608.73	MARCO ISLAND		CST 2015/16 LFP \$464,528 & SU \$260,273		

2012 COMPREHENSIVE PATHWAYS PLAN
Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	LRTP Roadway Project	Cost Also Identified as Ped Need
B61	LELY RESORT BLVD	GRAND LELY DR	TAMIAMI TR E	1.65	Medium	SHARE THE ROAD	TBD	COLLIER	COST TBD			
B62	LIVINGSTON RD S	PINE RIDGE RD	RADIO RD	4.00	Medium	BIKE LANE, 1 SIDE	\$532,577.88	COLLIER				
B63	LOGAN BLVD N	LOGAN BLVD N	VANDERBILT BEACH RD	2.82	Low	PAVED SHOULDER, 2 SIDES	\$380,686.16	COLLIER				
B64	LOGAN BLVD S	HAWTHORN WOODS WAY	GREEN BLVD	0.27	High	PAVED SHOULDER, 2 SIDES	\$36,983.73	COLLIER				
B65	MAGNOLIA POND DR	COLLIER BLVD	TITAN WAY	0.81	Low	BIKE LANES, 2 SIDES	\$216,709.10	COLLIER				
B66	N 15TH ST	LAKE TRAFFORD RD	LEE ST	0.14	High	BIKE LANE, 1 SIDE	\$18,043.23	COLLIER				
B67	N 15TH ST	W MAIN ST	N 11TH ST	0.05	High	BIKE LANES, 2 SIDES	\$12,359.55	COLLIER				
B68	N 15TH ST	JEFFERSON AVE W	WESTCLOX ST	0.08	Medium	BIKE LANES, 2 SIDES	\$22,322.76	COLLIER				
B69	N 1ST ST	E MAIN ST	IMMOKALEE DR	0.51	High	BIKE LANES, 2 SIDES	\$135,198.54	COLLIER				
B70	N BARFIELD DR	S BARFIELD DR	N COLLIER BLVD	2.01	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$356,551.98	MARCO ISLAND		PROGRAMMED		X
B71	N COLLIER BLVD	E ELKCAM CIR	BUTTONWOOD CT	0.66	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$233,740.25	MARCO ISLAND		PROGRAMMED		X
B72	NAPLES BLVD	PINE RIDGE RD	AIRPORT PULLING RD N	0.87	Medium	BIKE LANES, 2 SIDES	\$230,561.43	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDWALK/SUP			
B73	NEW MARKET RD E	CHARLOTTE ST	E MAIN ST	0.93	Medium	BIKE LANES, 2 SIDES	\$246,100.27	COLLIER		CST 2014/15 ACSU \$914,668, EB \$271,680		
B74	NEW MARKET RD W	CHARLOTTE ST	SR 29 N	1.61	High	BIKE LANES, 2 SIDES	\$427,187.74	COLLIER		CST 2014/15 ACSU \$914,668, EB \$271,680		
B75	NORTHBROOKE DR	IMMOKALEE RD	BRYNWOOD DR	2.18	Low	BIKE LANES, 2 SIDES	\$579,254.01	COLLIER	EXISTING WIDE SW MAY SUFFICE, SHARE THE ROAD OPTION MAY BE			
B76	OAKES BLVD	VANDERBILT BEACH RD	IMMOKALEE RD	1.99	Low	PAVED SHOULDER, 1 SIDE	\$134,227.80	COLLIER				
B77	OIL WELL RD	EVERGLADES BLVD N	DESOTO BLVD N	1.84	Low	PAVED SHOULDER, 1 SIDE	\$124,093.87	COLLIER	LRTP PROJECT EXTENDS FURTHER EAST TO OIL WELL GRADE RD		X	
B78	OIL WELL RD	SR 29	CR 858	4.68	Low	PAVED SHOULDER, 2 SIDES	\$632,775.78	COLLIER				
B79	OLD US 41 N	TAMIAMI TRL N	MEDITERRA	1.48	Medium	BIKE LANES, 2 SIDES	\$393,784.61	COLLIER	LRTP PROJECT ENDS AT LEE/COLLIER LINE		X	
B80	OLDE CYPRESS BLVD	IMMOKALEE RD	OLDE CYPRESS N BOUNDARY	1.02	Low	BIKE LANES, 2 SIDES	\$271,575.98	COLLIER	EXISTING WIDE SW/SUP MAY SUFFICE			
B81	ORANGE BLOSSOM DR	GOODLETTE-FRANK RD N	LIVINGSTON RD N	2.37	High	BIKE LANES, 2 SIDES	\$630,562.77	COLLIER	LRTP PROJECT STARTS AT AIRPORT PULLING RD ENDS AT LIVINGSTON.		X	
B82	PARK SHORE DR	US 41	CYPRESS WOODS DR	0.12	Medium	BIKE LANE, 1 SIDE	\$15,918.41	NAPLES				
B83	PERU ST	WINTERBERRY ST	SEAGRAPE DR	0.07	Low	BIKE LANES, 2 SIDES	\$19,610.08	MARCO ISLAND				
B84	PINE RIDGE RD	TAMIAMI TRL N	LOGAN BLVD S	5.13	High	BIKE LANES, 2 SIDES	\$1,363,556.61	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDWALK/SUP			
B85	RADIO RD	AIRPORT PULLING RD N	LIVINGSTON RD S	1.01	High	BIKE LANES, 2 SIDES	\$267,791.72	COLLIER				
B86	RADIO RD	LIVINGSTON RD S	COUNTRYSIDE DR	1.73	Medium	BIKE LANES, 2 SIDES	\$461,307.08	COLLIER				
B87	RADIO RD	RADIO LN	DAVIS BLVD	0.12	Medium	BIKE LANE, 1 SIDE	\$16,522.85	COLLIER				
B88	RANDALL BLVD	APPROACH BLVD	DESOTO BLVD N	3.68	Low	PAVED SHOULDER, 2 SIDES	\$497,175.87	COLLIER			X	
B89	RANDALL BLVD	IMMOKALEE RD	APPROACH BLVD	1.64	Medium	PAVED SHOULDER, 2 SIDES	\$222,312.57	COLLIER	LRTP PROJECT STARTS EAST OF IMMOK AT 8TH ST		X	
B90	RATTLESNAKE HAMMOCK RD	TAMIAMI TRL E	COLLIER BLVD	3.87	High	BIKE LANES, 2 SIDES	\$1,028,701.10	COLLIER				
B91	S 1ST ST	SCHOOL RD	W MAIN ST	0.62	High	BIKE LANES, 2 SIDES	\$165,783.22	COLLIER	LRTP PROJECT EXTENDS NORTH TO EUSTIS AND SOUTH OF CAMP KEAIS		X	

2012 COMPREHENSIVE PATHWAYS PLAN
Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B92	S BARFIELD DR	N BARFIELD DR	INLET DR	0.64	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$114,284.22	MARCO ISLAND		PROGRAMMED		X
B93	S HEATHWOOD DR	ANDALUSIA TER	AUBURNDALE AVE	0.50	High	12' SUP	\$162,632.39	MARCO ISLAND		PROGRAMMED		X
B94	SAINT ANDREWS BLVD	TAMIAMI TRL E	PEBBLE BEACH BLVD	0.18	Low	PAVED SHOULDER, 1 SIDE	\$12,296.13	COLLIER				
B95	SAN MARCO RD	N COLLIER BLVD	HEATHWOOD DR	1.00	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$176,598.49	MARCO ISLAND		PROGRAMMED		X
B96	SAN MARCO RD	N BARFIELD DR	MARCO CITY LIMIT	2.91	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$516,215.93	MARCO ISLAND				X
B97	SAN MARCO RD	TAMIAMI TRL E	MARCO CITY LIMIT	6.35	Medium	PAVED SHOULDER, 2 SIDES	\$858,573.37	COLLIER				
B98	SAN MARCO RD	SAND HILL ST	BALMORAL CT	0.62	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$110,255.02	MARCO ISLAND		PROGRAMMED		X
B99	SANTA BARBARA BLVD	GREEN BLVD	CORONADO PKWY	1.13	High	BIKE LANES, 1 SIDE & 2 SIDES	\$210,601.90	COLLIER	L RTP PROJECT EXTENDS SOUTH TO PAINTED LEAF LN		X	
B100	SATURN CT	CASTAWAYS ST	GREENBRIER ST	0.04	Medium	BIKE LANES, 2 SIDES	\$11,869.61	MARCO ISLAND				
B101	SEAGATE DR	CRAYTON RD	TAMIAMI TRL N	0.48	Medium	BIKE LANES, 2 SIDES	\$128,058.97	NAPLES				
B102	SEAGRAPE DR	PERU ST	SWALLOW AVE	0.69	Low	BIKE LANES, 2 SIDES	\$182,387.98	MARCO ISLAND				
B103	SMALLWOOD DR	BEGINNING OF ISLAND	END OF ISLAND	0.62	Low	PAVED SHOULDER, 2 SIDES	\$83,512.28	COLLIER	EXISTING SUBSTANDARD PAVED SHOULDERS & SUP MAY SUFFICE			
B104	SR 29 N	WESTCLOX ST	NEW MARKET RD W	0.10	Medium	BIKE LANE, 1 SIDE	\$12,908.76	COLLIER	L RTP PROJECT EXTENDS SOUTH TO IMMOKALEE DR.		X	
B105	SUNSHINE BLVD	GREEN BLVD	GOLDEN GATE PKWY	1.09	High	BIKE LANES, 2 SIDES	\$291,042.63	COLLIER				
B106	TAMIAMI TRL E	SR 29	TURNER RIVER RD	6.67	Low	PAVED SHOULDER, 2 SIDES & 1 SIDE	\$753,561.37	COLLIER	TIP PROJECT INCLUDES INSTALLATION OF WILDLIFE CROSSING SIGNS WEST OF TURNER RD TO TURNER RIVER CANAL	ENV 2012/13 DEM \$291,593. 2013/14 \$150,934		
B107	TAMIAMI TRL E	COLLIER BLVD	MONDAGO LN	0.46	High	PAVED SHOULDER, 1 SIDE	\$30,823.85	COLLIER	L RTP PROJECT EXTENDS SOUTHEAST TO EAST OF	CST 2012/2013 CIGP \$3,180,888 LFP 8,005,019	X	
B108	TAMIAMI TRL N	HARBOUR DR	PELICAN BAY BLVD	2.58	High	BIKE LANES, 2 SIDES	\$685,823.83	NAPLES				
B109	TAMIAMI TRL N	BANYAN RD	PELICAN BAY BLVD	0.19	High	BIKE LANE, 1 SIDE	\$24,730.31	COLLIER	TIP PROJECT EXTENDS NORTH TO VANDERBILT BEACH ROAD	CST 2014/15 DIH 41,102 & SU \$842, 521. PE 2013/14		
B110	THOMASSON DR	BAYSHORE DR	ORCHARD LN	0.70	High	BIKE LANES, 2 SIDES	\$185,172.52	COLLIER				
B111	TIGERTAIL CT	HERNANDO DR	N COLLIER BLVD	0.39	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$69,714.42	MARCO ISLAND		PROGRAMMED		X
B112	VANDERBILT BEACH RD	"BEACH"	GULF PAVILLION DR	1.05	High	BIKE LANES, 2 SIDES	\$280,393.49	COLLIER				
B113	VANDERBILT BEACH RD	COLLIER BLVD	SUNDANCE RD +	2.01	Low	BIKE LANES, 1 SIDE & 2 SIDES	\$515,045.04	COLLIER	L RTP PROJECT EXTENDS EAST TO WILSON BLVD		X	
B114	VANDERBILT DR	BLUEBILL AVE	DOCKSIDE DR	1.39	High	BIKE LANES, 2 SIDES	\$371,102.41	COLLIER				
B115	VANDERBILT DR	2ND ST	BONITA BEACH RD	0.12	Low	BIKE LANES, 2 SIDES	\$32,559.80	COLLIER				
B116	VANDERBILT DR	VANDERBILT BEACH RD	111TH AVE N	1.34	Medium	BIKE LANES, 2 SIDES	\$356,484.93	COLLIER				
B117	W INLET DR	TRAVIDA TER	ADDISON CT	0.49	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$86,543.22	MARCO ISLAND				X
B118	W MAIN ST	N 1ST ST	N 15TH ST	0.71	High	BIKE LANES, 2 SIDES	\$189,157.41	COLLIER				
B119	WARREN ST	SAINT ANDREWS BLVD	CAROLINA AVE	0.26	High	BIKE LANES, 2 SIDES	\$70,455.58	COLLIER				
B120	WESTCLOX ST	N 15TH ST	CARSON RD	1.05	High	BIKE LANES, 2 SIDES	\$279,335.38	COLLIER				
B121	WHITE BLVD	23RD ST SW	COLLIER BLVD	2.15	Low	PAVED SHOULDER, 2 SIDES	\$290,281.02	COLLIER	L RTP PROJECT ENDS AT 31ST ST SW. TIP PROJECT ENDS AT GOLDEN	CST 2013/13 ACSA \$336,380 & SA \$112,420	X	

2012 COMPREHENSIVE PATHWAYS PLAN
Bicycle Priority Needs

<i>Bicycle Need ID Number</i>	<i>Roadway Name</i>	<i>From</i>	<i>To</i>	<i>Miles</i>	<i>Bicycle Need Ranking</i>	<i>Proposed Improvement</i>	<i>Estimated Const. Cost</i>	<i>Jurisdiction</i>	<i>Comment</i>	<i>Identified TIP Project (Programmed Funding)</i>	<i>L RTP Roadway Project</i>	<i>Cost Also Identified as Ped Need</i>
B122	WIGGINS PASS RD	TAMIAMI TRL N	VANDERBILT DR	1.02	Low	BIKE LANES, 2 SIDES	\$270,450.84	COLLIER				
B123	WILSON BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	3.21	Low	PAVED SHOULDER, 2 SIDES	\$434,641.79	COLLIER			X	
B124	WINTERBERRY DR	S HEATHWOOD DR	S BARFIELD DR	0.81	High	12' SUP	\$264,937.89	MARCO ISLAND		PROGRAMMED		X
B125	WINTERBERRY DR	S HEATHWOOD DR	S COLLIER BLVD	0.79	High	WIDE SIDEWALK/SUP, 1 SIDE	\$139,907.73	MARCO ISLAND		PROGRAMMED		

TOTAL: \$41,247,724.76

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	Pedestrian Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P1	111TH AVE N	6TH ST N	8TH ST N	0.51	High	SW One Side & Both Sides	\$73,830.58	COLLIER			
P2	16TH AVE SW	9TH ST SW	23RD ST SW	1.91	Low	SW, 2 Sides	\$438,951.79	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P3	23RD ST SW	WHITE BLVD	16TH AVE SW	0.88	Low	SW, 2 Sides	\$200,654.50	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		
P4	ADDISON CT	W INLET DR	E INLET DR	0.14	Low	8' SW, 1 Side	\$24,766.88	MARCO			
P5	AIRPORT PULLING RD N	CURLING AVE	IMMOKALEE RD	0.37	High	SW, 1 Side	\$42,063.88	COLLIER	SEGMENT BETWEEN P5 & P6 MAY NEED RETROFIT TO ADDRESS DRAINAGE ISSUES		X
P6	AIRPORT PULLING RD N	VANDERBILT BEACH RD	NOTTINGHAM DR	0.99	High	SW, 1 Side	\$113,417.79	COLLIER	SEGMENT BETWEEN P5 & P6 MAY NEED RETROFIT TO ADDRESS DRAINAGE ISSUES		X
P7	AIRPORT PULLING RD N	LONGBOAT DR	TIMBERWOOD CIR	2.37	High	SW, 1 Side	\$272,012.52	COLLIER			
P8	BALD EAGLE DR	N COLLIER BLVD	GIRALDA CT	0.61	Medium	8' SW, 1 Side	\$109,080.81	MARCO ISLAND			
P9	BANYAN BLVD	Gulshore BLVD N	9th ST N	0.71	High	One Side & Both Sides	\$141,795.98	NAPLES			
P10	BROADWAY E	COPELAND AVE N	COLLIER AVE	0.12	High	SW, 1 Side	\$13,443.18	EVERGLADES CITY			
P11	BROWARD ST	TAMIAMI TRL E	CAROLINA AVE	0.41	Medium	SW, 2 Sides	\$108,827.89	COLLIER			
P12	CAMP KEAIS RD	IMMOKALEE RD	OIL WELL RD	5.68	Low	SW, 2 Sides	\$1,302,380.94	COLLIER			
P13	CAPRI BLVD	ANTIGUA ST	COLLIER BLVD	1.49	Low	One Side & Both Sides	\$307,869.55	COLLIER			
P14	CAROLINA AVE	WARREN ST	BROWARD ST	0.65	High	Both Sides	\$149,524.00	COLLIER			
P15	CARSON RD	IMMOKALEE DR	WESTCLOX ST	1.01	High	One Side	\$115,841.04	COLLIER	PROGRAMMED		
P16	CHARLOTTE ST	JEFFERSON AVE W	IMMOKALEE DR	0.01	High	SW, 1 Side	\$1,424.97	COLLIER			
P17	COLLIER AVENUE	BROADWAY E	DUPONT ST	1.08	High	One Side & Both Sides	\$155,968.32	EVERGLADES CITY			
P18	COLLIER BLVD	GREEN BLVD	VANDERBILT BEACH RD	3.05	Medium	One Side	\$349,577.83	COLLIER	FUNDED ROADWAY PROJECT	CST 2013/14	X
P19	COLLIER BLVD	DAVIS BLVD	GREEN BLVD	3.08	High	One Side & Both Sides	\$587,758.91	COLLIER			X
P20	COLLIER BLVD	BUSINESS CIR S	DAVIS BLVD	0.52	Medium	One Side & Both Sides	\$88,692.26	COLLIER			
P21	COLLIER BLVD	IVERNESS CLUB DR	CLUB ESTATES DR	0.64	High	SW, 1 Side	\$73,629.35	COLLIER			
P22	COLLIER BLVD	DIAMOND LAKE CIR	TOWER RD	0.94	Medium	SW, 2 Sides	\$215,189.53	COLLIER			X
P23	COLLIER BLVD	MAINSAIL DR	DIAMOND LAKE CIR	2.86	Low	SW, 2 Sides	\$655,144.57	COLLIER			
P24	COLLIER BLVD	MAINSAIL DR	S END JOLLEY BRIDGE	2.64	Medium	One Side & Both Sides	\$551,546.10	COLLIER			
P25	COPELAND AVE S	IXORA ST	OYSTER BAR LN	0.73	High	SW, 2 Sides	\$167,097.93	EVERGLADES CITY			
P26	COPELAND AVE S	OYSTER BAR LN	SMALLWOOD DR	2.77	Medium	SW, 1 Side	\$623,674.24	EVERGLADES CITY	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		
P27	CORKSCREW RD	CORKSCREW RD	SR 82	5.38	Low	SW, 2 Sides	\$1,232,702.98	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P28	COUNTY BARN RD	DAVIS BLVD	RATTLESNAKE HAMMOCK RD	2.04	Medium	SW, 2 Sides	\$466,865.43	COLLIER	DRAINAGE ISSUES - FEASIBILITY STUDY MAY BE NEEDED		X
P29	CR 29	TAMIAMI TRL E	COLLIER AVE	2.84	Medium	SW, 2 Sides	\$651,189.28	COLLIER	RURAL- PAVED SHOULDERS		
P30	CR 846	CAMP KEAIS RD	STOCKADE RD	1.48	Low	Both Sides	\$339,352.16	COLLIER	RURAL - PAVED SHOULDERS		X
P31	CR 846 E	AIRPARK BLVD	THORP RD	8.64	Low	Both Sides	\$1,980,721.77	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P32	CR 846 E	E MAIN ST	AIRPARK BLVD	0.43	High	SW, 2 Sides	\$98,137.34	COLLIER			X
P33	CRAYTON RD	CRAYTON PL N	SEAGATE DR	0.13	High	SW, 2 Sides	\$30,661.71	NAPLES			
P34	CRAYTON RD	BANYAN BLVD	IXORA DR	0.11	High	SW, 1 Side	\$12,126.05	NAPLES			

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	Pedestrian Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P35	CRAYTON RD	IXORA DR	WHISPERING PINE LN	3.11	Medium	One Side	\$356,249.74	NAPLES			
P36	DAVIS BLVD	COUNTY BARN RD	COLLIER BLVD	3.24	High	One Side & Both Sides	\$717,394.34	COLLIER	PARTIALLY FUNDED	PARTIAL FY 2012/13 2013/2014	
P37	E MAIN ST	12TH ST	NEW HARVEST RD	0.34	High	SW, 1 Side	\$39,387.84	COLLIER			
P38	EVERGLADES BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	9.33	Low	SW, 2 Sides	\$2,139,199.86	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE	ROW 2016/17	X
P39	EVERGLADES BLVD S	GOLDEN GATE BLVD E	48TH AVE SE	5.61	Low	SW, 2 Sides	\$1,286,616.92	COLLIER	RURUAL - PAVED SHOULDERS	ROW 2016/17	X
P40	GOLDEN GATE BLVD E	WILSON BLVD N	DESOTO BLVD N	5.69	Low	SW, 2 Sides	\$1,305,277.56	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P41	GOLDEN GATE PKWY	TROPICANA BLVD	53RD TER SW	0.39	High	SW, 1 Side	\$44,994.13	COLLIER			
P42	GOLDEN GATE PKWY	COLLIER BLVD	SUNSHINE BLVD	0.93	High	One Side & Both Sides	\$119,616.43	COLLIER	FUNDED	CST 2012/2013	
P43	GOODLETTE-FRANK RD N	ORANGE BLOSSOM DR	VANDERBILT BEACH RD	2.69	Medium	One Side & Both Sides	\$490,535.83	COLLIER			X
P44	GOODLETTE-FRANK RD N	OLONA RD	CLUBHOUSE DR	1.07	High	SW, 1 Side	\$123,088.99	COLLIER			
P45	GREEN BLVD	COLLIER BLVD	LOGAN BLVD S	2.00	High	One Side & Both Sides	\$339,011.41	COLLIER			X
P46	GULF SHORE BLVD N	VILLA MARE LN	"SOUTHERN EXTENT"	1.22	Medium	SW, 1 Side	\$139,746.79	NAPLES			
P47	GULF SHORE BIVD N	CRAYTON	BANYAN	1.08	High	One Side & Both Sides	\$225,383.03	NAPLES	FUNDED FROM BANYAN TO MOORING LINE		
P48	GULF SHORE BLVD N	8TH AVE	OLEANDER DR	0.68	Medium	SW, 1 Side	\$78,320.26	NAPLES			
P49	GULF SHORE BLVD S	13TH AVE S	8TH AVE S	1.07	Medium	One Side & Both Sides	\$130,849.52	NAPLES			
P50	GULF SHORE DR	VANDERBILT BEACH RD	BLUEBILL AVE	1.31	Medium	SW, 1 Side	\$150,302.78	NAPLES	DRAINAGE CHALLENGES, MAY AFFECT IMPROVEMENT FEASIBILITY		
P51	HERNANDO DR	SNELL CT	KENDALL DR	0.55	High	8' SW, 2 Sides	\$193,724.68	MARCO	PROGRAMMED	CST 2014/15	
P52	IMMOKALEE DRIVE	N 15TH ST	CARSON RD	1.01	High	One Side & Both Sides	\$137,923.68	COLLIER			
P53	IMMOKALEE RD	MEDICAL BLVD	AIRPORT PULLING RD N	0.95	High	SW, 1 Side	\$108,643.92	COLLIER			
P54	IMMOKALEE RD	PEBBLEBROOKE DR	BELLAIRE DR	0.47	High	SW, 1 Side	\$53,883.62	COLLIER	PLANNED SUP ON N SIDE OF IMMOKALEE		
P55	IMMOKALEE RD	HERITAGE BAY BLVD	RANDALL BLVD	4.13	Low	SW, 1 Side	\$473,578.70	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		
P56	IMMOKALEE RD	Point West of Camp Keais	41ST AVE NE	15.16	Low	One Side & Both Sides	\$3,447,176.72	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P57	IMMOKALEE RD	AIRPORT PULLING RD N	NORTHBROOKE DR	1.99	Medium	SW, 1 Side	\$228,627.29	COLLIER			
P58	IMMOKALEE RD	4TH ST NE	41ST AVE NE	2.19	Medium	One Side & Both Sides	\$325,909.40	COLLIER			
P59	INLET DR	S BARFIELD DR	W INLET DR	0.45	High	8' SW, 2 Sides	\$158,583.93	MARCO	PROGRAMMED		
P60	LAKE TRAFFORD RD	LIBERTY WAY	TIPPINS TER	0.98	High	One Side & Both Sides	\$198,471.11	COLLIER			
P61	LAKE TRAFFORD RD	N 15TH ST	CARSON RD	1.00	High	SW, 1 Side	\$115,077.34	COLLIER			
P62	LAKE TRAFFORD RD	TIPPINS TER	"LAKE"	0.54	Medium	SW, 2 Sides	\$124,314.03	COLLIER			
P63	LIVINGSTON RD S	RADIO RD	GOLDEN GATE PKWY	1.41	High	SW, 1 Side	\$161,923.35	COLLIER			
P64	LIVINGSTON RD S	PINE RIDGE RD	GOLDEN GATE PKWY	2.59	Medium	SW, 1 Side	\$297,100.11	COLLIER			
P65	LOGAN BLVD N	VANDERBILT BEACH RD	SYCAMORE DR	2.06	Low	SW, 1 Side	\$236,670.29	COLLIER			X
P66	MAGNOLIA POND DR	COLLIER BLVD	TITAN WAY	0.81	Medium	SW, 1 Side	\$93,389.69	COLLIER			
P67	MOORING LINE DR	GULFSHORE BLVD	CRAYTON RD	0.46	High	SW, 2 Sides	\$106,601.33	NAPLES			
P68	N 1ST ST	2ND AVE	IMMOKALEE DR	0.37	High	SW, 1 Side	\$42,647.75	COLLIER	PARTIALLY FUNDED	CST 2012/13	

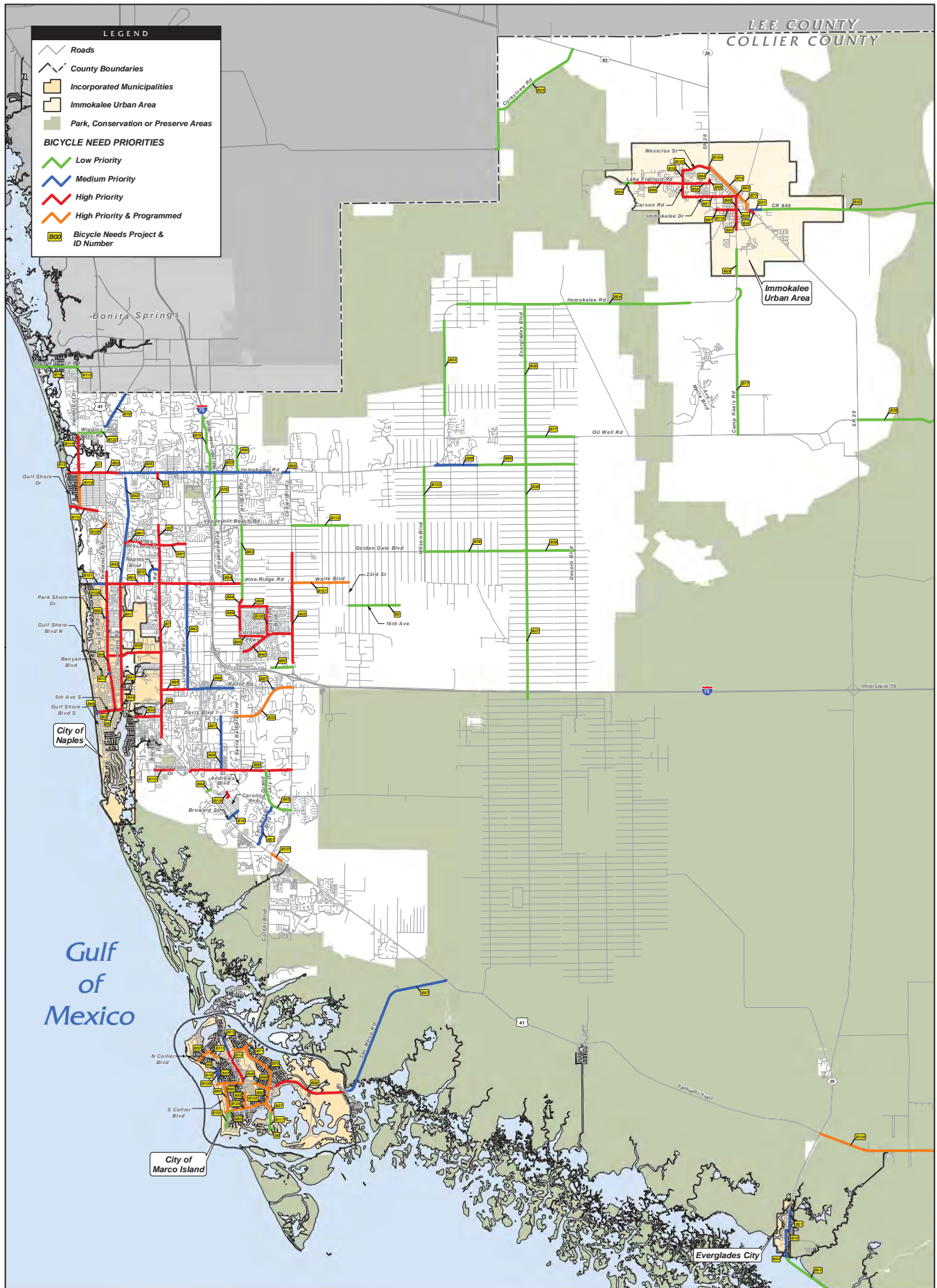
2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	Pedestrian Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P69	N BARFIELD DR	S BARFIELD DR	N COLLIER BLVD	2.01	High	8' SW, 2 Sides	\$713,103.96	MARCO	PROGRAMMED		
P70	N COLLIER BLVD	ROSE CT	COLLIER BLVD	0.71	High	8' SW, 2 Sides	\$253,236.74	MARCO	PROGRAMMED		
P71	NAPLES BLVD	PINE RIDGE RD	HOLLYWOOD DR	0.64	High	SW, 1 Side	\$73,510.71	COLLIER			
P72	NEW MARKET RD E	CHARLOTTE ST	E MAIN ST	0.72	High	One Side & Both Sides	\$151,569.18	COLLIER			
P73	NEW MARKET RD W	CHARLOTTE ST	N 15TH ST	1.61	High	SW, 2 Sides	\$368,188.77	COLLIER	FUNDED	CST 2014/15	
P74	NORTHBROOKE DR	IMMOKALEE RD	BRYNWOOD DR	2.18	Medium	One Side & Both Sides	\$249,626.57	COLLIER	EXISTING SUP ON WEST SIDE		
P75	OAKES BLVD	VANDERBILT BEACH RD	IMMOKALEE RD	1.99	Medium	SW, 2 Sides	\$455,309.97	COLLIER			
P76	OIL WELL RD	EVERGLADES BLVD N	SR 29	17.41	Low	One Side & Both Sides	\$3,634,923.03	COLLIER	RURAL - PAVED SHOULDER (EXISTING & NEEDED) MAY SUFFICE		X
P77	OLD US 41 N	TAMIAMI TRL N	COUNTY BOUNDARY	1.48	Medium	One Side & Both Sides	\$279,891.19	COLLIER			X
P78	PARK SHORE DR	COLONADE	TAMIAMI TRAIL N	0.47	Medium	SW, 1 Side	\$53,702.65	NAPLES			
P79	PINE RIDGE RD	FOREST LAKES BLVD	WOODSHIRE LN	0.49	High	SW, 1 Side	\$56,402.31	COLLIER			
P80	PINE RIDGE RD	WHIPPOORWILL LN	NAPA BLVD	0.79	High	SW, 1 Side	\$91,104.78	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER SUP		
P81	PINE RIDGE RD	LOGAN BLVD S	COLLIER BLVD	1.89	Low	SW, 2 Sides	\$434,357.54	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER SUP		
P82	RADIO RD	IBIS CLUB DR	DAVIS BLVD	0.27	Medium	One Side & Both Sides	\$45,415.06	COLLIER			
P83	RANDALL BLVD	APPROACH BLVD	DESOTO BLVD N	3.68	Low	SW, 2 Sides	\$843,227.46	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P84	RANDALL BLVD	IMMOKALEE RD	APPROACH BLVD	1.64	Medium	One Side & Both Sides	\$335,075.58	COLLIER			X
P85	S 1ST ST	EUSTIS AVE	STOCKADE RD	1.00	High	One Side & Both Sides	\$217,635.74	COLLIER			X
P86	S BARFIELD DR	N BARFIELD DR	WINTERBERRY DR	0.64	High	8' SW, 2 Sides	\$228,568.44	MARCO	PROGRAMMED		
P87	S HEATHWOOD DR	SAN MARCO RD	WINTERBERRY DR	0.67	High	12' SUP, 1 Side	\$183,439.43	MARCO	ANDULUSIA TO AUBURNDALE PROGRAMMED		
P88	SAINT ANDREWS BLVD	RATTLESNAKE HAMMOCK RD	PEGGY CIR	0.08	Low	SW, 1 Side	\$8,670.03	COLLIER			
P89	SAN MARCO RD	N COLLIER BLVD	HEATHWOOD DR	1.00	High	8' SW, 1 Side	\$176,598.49	MARCO	PROGRAMMED		
P90	SAN MARCO RD	US 41	CITY BOUNDARY	6.35	Low	SW, 2 Sides	\$1,456,170.11	COLLIER			
P91	SAN MARCO RD	SAND HILL ST	BALMORAL CT	0.62	High	8' SW, 2 Sides	\$220,510.04	MARCO			
P92	SAN MARCO RD	N BARFIELD DR	City Limits	2.91	High	8' SW, 1 Side	\$516,215.93	MARCO			
P93	SANTA BARBARA BLVD	CEDAR TREE LN	COPPER LEAF LN	1.00	High	One Side & Both Sides	\$210,174.87	COLLIER			
P94	SMALLWOOD DR	End of Road	N LOPEZ LN	0.62	Low	SW, 2 Sides	\$141,639.71	COLLIER	RURAL - EXISTING PAVED SHOULDERS & PAVED SW MAY SUFFICE		
P95	SR 29	WILLIAMS LN	AGRICULTURE WAY	1.35	High	One Side & Both Sides	\$192,846.53	COLLIER	RURAL - EXISTING PAVED SHOULDERS & PAVED SW ON WEST SIDE MAY SUFFICE		
P96	SR 29	AGRICULTURE WAY	TAMIAMI TRL E	35.08	Low	SW, 2 Sides	\$8,043,729.50	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		X
P97	SR 29 N	NEW MARKET RD W	COUNTY BOUNDARY	5.13	Low	SW, 2 Sides	\$1,176,411.63	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		X
P98	SR 82	SR 29 N	COUNTY BOUNDARY	7.03	Low	SW, 2 Sides	\$1,611,350.63	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE	PE 2012/13	X
P99	SUNSHINE BLVD	GREEN BLVD	17TH AVE SW	0.16	High	SW, 1 Side	\$18,452.09	COLLIER			
P100	TAMIAMI TRL E	COLLIER BLVD	DUDA RD	3.62	High	One Side & Both Sides	\$771,434.31	COLLIER			X
P101	TAMIAMI TRL E	DUDA RD	COUNTY BOUNDARY	53.13	Low	SW, 2 Sides	\$12,182,658.30	COLLIER	RURAL - PAVED SHOULDER (MOSTLY EXISTING) MAY SUFFICE		X
P102	TAMIAMI TRL N	92ND AVE N	111TH AVE N	1.18	High	SW, 1 Side	\$135,411.03	COLLIER			
P103	TAMIAMI TRL N	PINE RIDGE RD	VANDERBILT BEACH RD	2.70	High	SW, 2 Sides	\$619,161.55	COLLIER	FUNDED FROM VANDERBILT BEACH RD TO SOUTH OF PELICAN BAY BLVD		

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	Pedestrian Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P104	THOMASSON DR	VERITY LN	ORCHARD LN	0.29	High	SW, 1 Side	\$33,783.08	COLLIER	PROGRAMMED - BGT MSTU		
P105	TIGERTAIL CT	HERNANDO DR	N COLLIER BLVD	0.39	High	8' SW, 2 Sides	\$139,428.84	MARCO	PROGRAMMED		
P106	VANDERBILT BEACH RD	GULF SHORE CT	COMMERCE ST	0.11	High	SW, 1 Side	\$12,282.50	COLLIER			
P107	VANDERBILT BEACH RD	WEBER BLVD N	25TH ST NW	1.86	Low	SW, 2 Sides	\$426,115.35	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P108	VANDERBILT DR	BLUEBILL AVE	CAPT N KATE CT	0.25	High	SW, 1 Side	\$29,007.25	COLLIER			
P109	VANDERBILT DR	ROMA CT	WIGGINS PASS RD	1.18	High	SW, 1 Side	\$134,747.22	COLLIER			
P110	VANDERBILT DR	6TH ST	2ND ST	0.24	Low	SW, 1 Side	\$27,761.79	COLLIER			
P111	VANDERBILT DR	8TH ST	WIGGINS PASS RD	2.02	Low	SW, 1 Side	\$231,896.58	COLLIER			
P112	VANDERBILT DR	VANDERBILT BEACH RD	111TH AVE N	1.34	Medium	SW, 1 Side	\$153,625.37	COLLIER	DAMAGE CHALLENGES, MAY AFFECT IMPROVEMENT FEASIBILITY		
P113	W INLET DR	INLET DR	ADDISON CT	0.60	Low	8' SW, 2 Sides	\$214,641.51	MARCO			
P114	WARREN ST	SAINT ANDREWS BLVD	CAROLINA AVE	0.26	High	SW, 2 Sides	\$60,724.95	COLLIER			
P115	WESTCLOX ST	N 15TH ST	CARSON RD	1.05	High	SW, 1 Side	\$120,378.16	COLLIER			
P116	WHITE BLVD	23RD ST SW	39TH ST SW	2.12	High	One Side & Both Sides	\$472,133.40	COLLIER	FUNDED FROM WEBER BLVD TO GOLDEN GATE CANAL/23RD ST		X
P117	WIGGINS PASS RD	TAMIAMI TRL N	VANDERBILT DR	1.02	Medium	SW, 1 Side	\$116,549.42	COLLIER			
P118	WILSON BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	3.21	Low	SW, 2 Sides	\$737,167.49	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P119	WINTERBERRY DR	S COLLIER BLVD	S HEATHERWOOD DR	0.81	High	12' SUP, 2 Sides	\$441,571.51	MARCO	FUNDED	CST 2016/17	
P120	WINTERBERRY DR	S HEATHERWOOD DR	N BARFIELD DR	0.79	High	12' SUP, 2 Sides	\$429,906.32	MARCO	PROGRAMMED		

TOTAL \$65,817,589.03



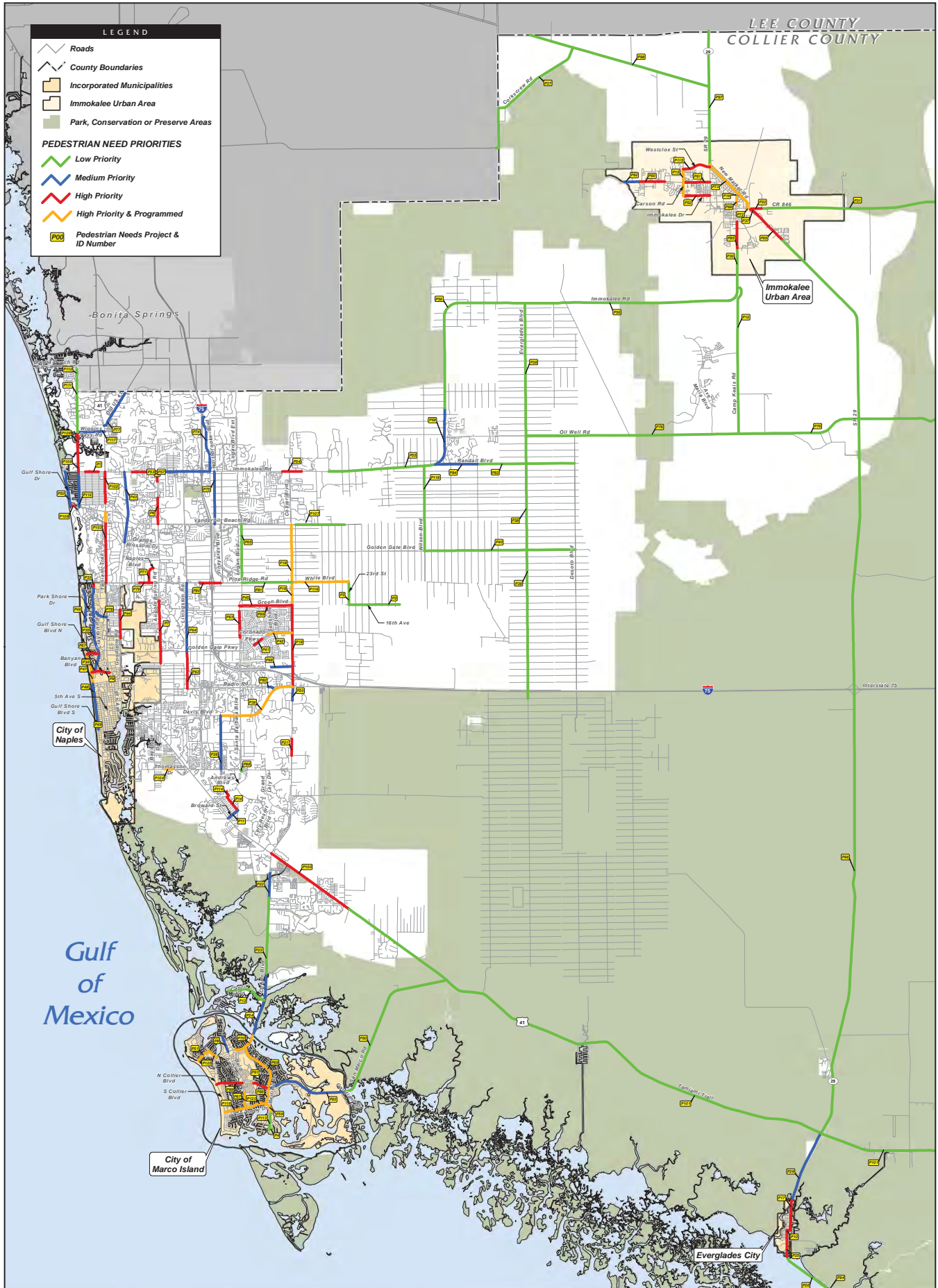
BICYCLE PRIORITY NEEDS

2012 Comprehensive Pathways Plan



Not to Scale





LEGEND

- Roads
- County Boundaries
- Incorporated Municipalities
- Immokalee Urban Area
- Park, Conservation or Preserve Areas

PEDESTRIAN NEED PRIORITIES

- Low Priority
- Medium Priority
- High Priority
- High Priority & Programmed

Pedestrian Needs Project & ID Number



Not to Scale

PEDESTRIAN PRIORITY NEEDS

2012 Comprehensive Pathways Plan



Project Selection Process

The PAC is responsible for annually identifying, evaluating and selecting projects for funding. The Needs Plan provides a framework and tool for them to make informed project decisions.

The Prioritized Needs Plan should be seen as a tool that provides general guidance and a cursory evaluation of all needs based on the selected criteria. However, individual projects tend to be complex and have a unique set of circumstances. As a result, other, more detailed or more recent information should also be considered when going through the annual project selection process. For example, a project may be ranked as High Priority, but construction feasibility may prevent it from being selected as an immediate project. Likewise, projects may be ranked as Medium or Low Priority but special funding or unique circumstances such as a number of recent injuries or fatalities may warrant it to be selected before higher ranked needs.

On an annual basis, the PAC should follow this process when selecting projects for funding:

- 1) Review the Prioritized Needs Plan and any other potential needs from local plans or Walkable Community Studies.
- 2) Discuss potential projects they would like to be evaluated and ask local jurisdiction to officially submit those for review and consideration
- 3) Sponsoring jurisdictions submit projects for consideration and include a Project Evaluation Summary Form for each project.

- 4) The PAC evaluates each project on its individual merits and allows the sponsoring agent to present a case for that given project.
- 5) Based on the estimated funding allocated to Bicycle and Pedestrian projects, the PAC select projects to be sent to FDOT for Constructability Review. A Constructability Review form should be developed for each project and provided to FDOT. Projects that have already been selected by the PAC but are not yet funded by FDOT should maintain their place in queue unless circumstances associated with their selection have changed.
- 6) Based on FDOT's Constructability Review, the PAC reviews its proposed list and adjusts it as needed.
- 7) The list of proposed projects is forwarded to the TAC and CAC for endorsement and to the MPO Board for approval.

Greenways & Trails

As mentioned in previous sections, greenways and trails, which are bicycle and pedestrian pathways outside of the road right-of-way are popular facilities that have not received much attention and funding from the MPO in the past. This is partly due to the decision to prioritize the significant and basic on-road needs that currently exist throughout the county and because greenways and trails are often expensive and complex projects to develop. Nonetheless, they are very

popular facilities that provide numerous benefits and are preferred by a wide variety of users.

As recommended in the previous section of this report, the MPO should consider developing separate greenways and trails program to provide greenways and trails the much needed attention they deserve.

There are several promising greenway projects that have been identified and are a different conceptual or implementation stages. These projects are described below and depicted on Exhibit 26. These projects are identified bicycle and pedestrian needs and should be considered for funding.

Descriptions of Greenways

The Gordon River Greenway will run through one of the last unspoiled areas of urban Naples. The Greenway will stretch two miles from Golden Gate Parkway towards the heart of Naples, ending at Central Avenue. The first section of the Greenway opened in 1992. It consists of a paved loop trail adjacent to the Naples Municipal Airport. The Greenway Park will also feature a canoe and kayak launch, scenic overlooks, picnic shelter areas, wildlife viewing stations, bridges, benches, and educational signage with interpretive graphics.

The River of Grass Greenway (ROGG) is proposed to run parallel to Tamiami Trail (US. 41), the ROGG will be a hard-surfaced 12-14 foot wide corridor (separated from the highway) suitable for a range of non-motorized recreation activities such as bicycling, walking, bird-watching, photography, fishing, and general enjoyment of the greater Everglades natural area. ROGG will extend from

Krome Avenue (at the eastern edge of Everglades National Park near Miami) to the Naples area, a distance of approximately 75 miles. Over 90% of the pathway will go through national and state parks, and will include spurs to nearby historic and cultural centers including Everglades City and the Miccosukee Indian Village. Parks include Everglades National Park, Big Cypress National Preserve, Ten Thousand Islands National Wildlife Refuge, Fakahatchee Strand Preserve State Park, Collier-Seminole State Park, and Picayune Strand State Forest.

Rich King Memorial Greenway is an approximately three-mile asphalt pathway constructed in 2011 from Rattlesnake Hammock Road to Radio Road in the Florida Power & Light (FPL) right-of-way west of Santa Barbara Blvd. The greenway provides people of all ages an attractive, safe, accessible and free area to cycle, walk, jog or skate. This is the first phase



of a proposed greenway that is planned to connect with the FPL right-of-way that runs parallel to Livingston Road (see Exhibit 26).

Livingston Road/FPL Greenway is an opportunity corridor to extend the existing Rich King Memorial Greenway to the north by crossing to the west to follow the FPL right-of-way alignment that runs just west of Livingston Road. This greenway will continue north into Lee County making this a regional connection for people to cycle, walk, jog or skate.

Naples Bay Greenway is a proposed greenway that would connect two popular tourist attractors - Rookery Bay, a National Estuarine Research Reserve, and the Naples Botanical Gardens. The Greenway is proposed to run partially along the FPL right-of-way running south of Tamiami Trail East (US41) from Collier Blvd. (SR951) to the Naples Botanical Gardens at Bayshore Drive and Thomasson Drive. There would be recreational activities such as bicycling, walking, bird-watching, and photography to add enjoyment of this mangrove estuary.



Bicycle Routes

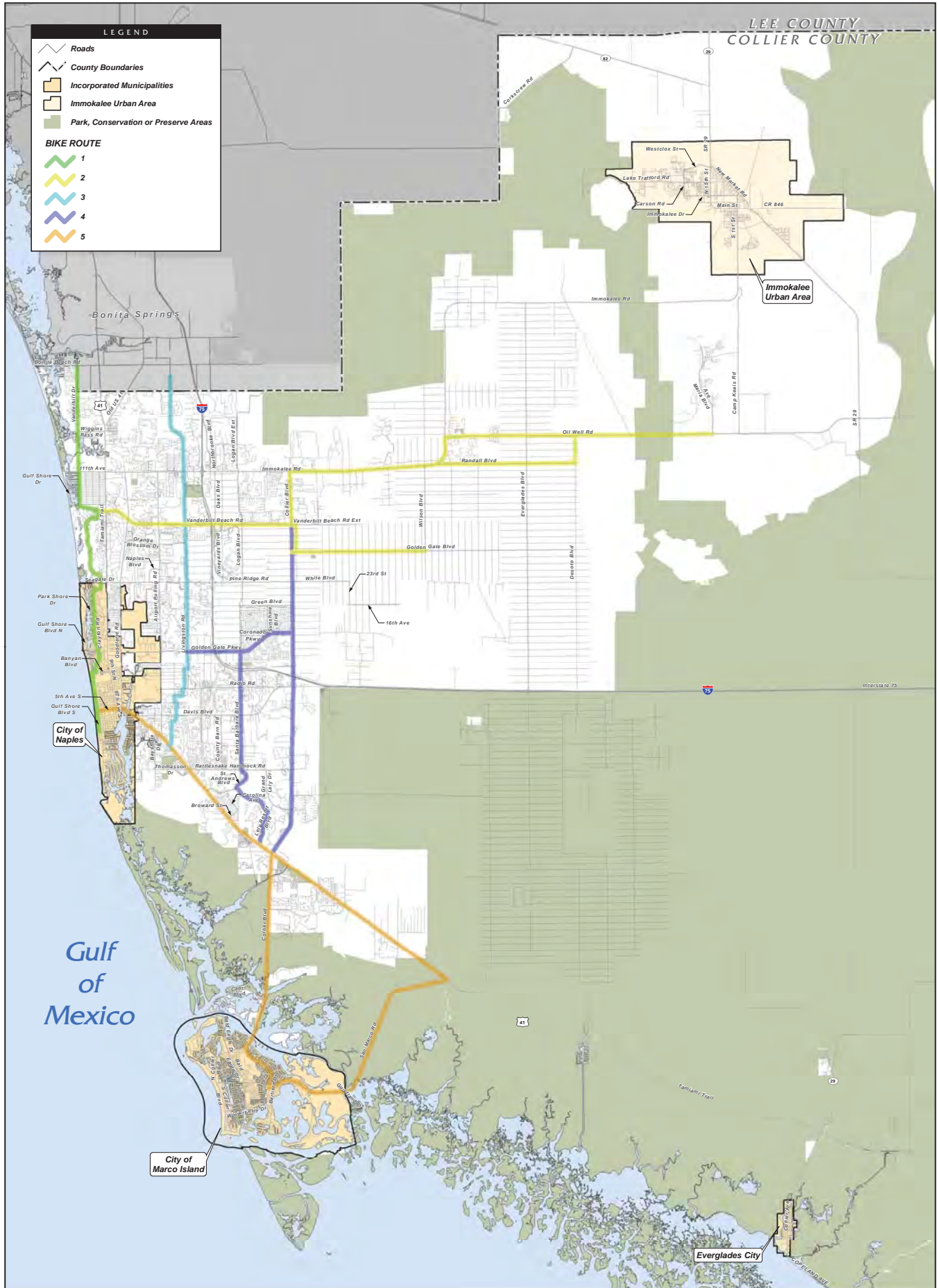
Similar to greenways and trails, the MPO and its member jurisdictions should consider developing bicycle routes in Collier County. Bicycle routes are on-roads facilities that are clearly marked and signed. These routes would not necessitate additional facilities in the short-term and could consist of existing bike lanes and paved shoulders in combination with sharrows where facilities are absent and a comprehensive wayfinding and signage program.

Collier County is home to a significant amount of avid cyclists that prefer on-road facilities and long continuous rides. These riders can regularly be observed on numerous roads throughout the county. They are bicycling advocates and are often be ambassadors for the bicycling community. Developing routes to meet

their needs is a way to accommodate a significant user group, but is also a way to improve safety conditions, encourage bicycling, and educate the public. Develop highly visible routes could bring attention to bicycling as mode of transportation and highlight the need for all modes to share the road. It could be used to educate bicyclists and motorists and could be an integral component of a marketing campaign to promote bicycling and walking in Collier County.

Exhibit 27 presents several potential bicycle routes that are currently used by bicycling enthusiast and were identified through the public involvement process and members of the Stakeholders Working Group. The routes identified on this map should also be considered as identified needs. The feasibility of developing these routes should be examined and special funding should be pursued.





Not to Scale

BIKE ROUTES

2012 Comprehensive Pathways Plan

Prepared By:

Prepared For:



The 2012 Comprehensive Pathways Plan includes substantial facility needs that will be addressed over a long period of time. It also provides numerous recommendations for policies, programs, and other initiatives that may require continued research, planning and design. It is understood that these recommendations entail costs and additional resources, and therefore, will take time to implement and will be subject to funding availability.

Nonetheless, this plan recommends that the MPO, its member jurisdiction and the PAC take the following immediate action steps to implement the plan.

Adopt a Bicycle and Pedestrian Accommodation Policy

- Should recognize the importance of bicycle and pedestrian modes of transportations
- Should explicitly articulate that all new roadway projects should make every effort to accommodate all modes of transportation
- Should recognize the continued need to enhance or retrofit existing roadways to accommodate biking and walking.

Develop a Priority List of Policies that local jurisdictions should be encouraged to adopt

The PAC should review the local regulatory framework and identify policies that would support and facilitate the development of roadways and communities that are walkable and livable. One example is the adoption of complete street policies that can be catered to each individual jurisdiction.

Develop an Education, Encouragement, and Enforcement Priority Plan

Much of the PAC's efforts are dedicated to facility development. The PAC should expand the MPO's existing bicycle and pedestrian program by developing a brief but wide-ranging education, encouragement and enforcement priority plan. This plan should identify potential programs, campaigns and events that could be developed to educate Collier County residents about safety issues, and promote biking and walking. The plan should also explore partnership with various government departments and agencies and the private sector.

Establish a Greenways & Trails Program

A separate program for greenways and trails would bring focused attention and resources to an identified need for off-road bicycle and pedestrian facilities

Establish a Bicycle Route Program

The bicycle route program could work towards the immediate development of one bicycle route. This could be a high impact but low cost project that utilizes existing facilities and a unified pavement marking, signage and way finding scheme.



Review Local Growth Management Plans and Land Development Codes & Recommend Beneficial Amendments

The MPO and its various committees should coordinate with ongoing efforts such as the Master Mobility Plan which calls for the evaluation and revision of local growth management plans and land development codes to promote and assist the development of walkable, sustainable and livable communities.

Establish a Formal Bicycle and Pedestrian Review Process for Roadway Projects Including Resurfacing

Lastly, the PAC should establish a formal review process of every proposed roadway project to evaluate the potential to accommodate or enhance bicycle and pedestrian facilities through design improvements. One such opportunity is adding paved shoulders or bike lanes through restriping as part of the resurfacing process.



Bayshore
University of Florida

RIGHT
LANE
ONLY

49

51

APPENDIX A: PUBLIC INVOLVEMENT DOCUMENTATION

- ⊙ Public Involvement Plan
- ⊙ Online Survey Summary of Results
- ⊙ Ad Hoc Advisory Committee Agendas
- ⊙ Public Comments Received

PUBLIC INVOLVEMENT PLAN



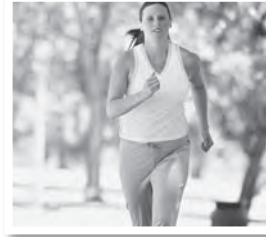
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COLLIER MPO

2012 Comprehensive Pathways Plan



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



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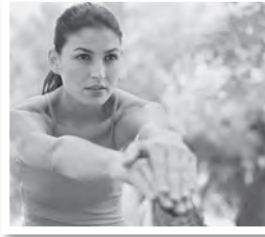
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8. Collection of Documents and Comments 21



1 | PUBLIC INVOLVEMENT POLICY *Statement*



It is the Collier Metropolitan Planning Organization's (MPO) policy to support and encourage public involvement and to adhere to the principles of Environmental Justice in the planning process relating to transportation systems and facilities. The MPO's public participation policy is designed to ensure opportunities for the public to express its views on transportation and mobility issues and to become active participants in the decision making process.



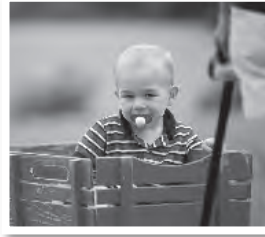
2 | PUBLIC INVOLVEMENT PLAN *Purpose*



The purpose of this Public Involvement Plan (PIP) is to identify project stakeholders, outline how the 2012 Comprehensive Pathways Plan will be developed, and define how the public will be informed and involved throughout the process.

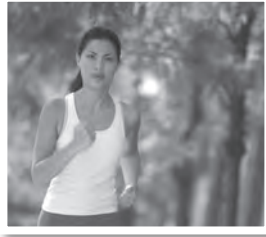
The goal of the PIP is to engage the public in the development of the Collier MPO's 2012 Comprehensive Pathways Plan process, and to ensure that we have a broad spectrum of stakeholders participate in this county-wide plan.





As generally accepted in transportation literature, livable, desirable and sustainable communities provide multi-modal transportation systems that embrace cyclists and pedestrians. It is also understood that planning for all modes of transportation provides economic, health, safety, mobility, social, infrastructure, and environmental benefits. As such, this bicycle and pedestrian master plan has quality of life implications that affect all residents of Collier County. The PIP outlines strategies to broadly inform the general public about the Pathways Plan and also utilizes specific tools and activities to directly target key stakeholder groups whose input will help in the development and implementation of the plan.

With the understanding that the Pathways Plan encompasses all jurisdictions within Collier County, special attention will be paid to obtaining input from each jurisdiction, government and agency staffs, as well as bicycle and pedestrian advocates. The following list identifies media outlets that will be used to inform the public, and stakeholders who will be informed and asked to participate in the process.



COLLIER COUNTY MPO BOARD

FDOT

Secretary Billy Hattaway

COLLIER COUNTY

Commissioner Donna Fiala
Commissioner Georgia A. Hiller, Esq.
Commissioner Jim Coletta, Chair
Commissioner Fred Coyle
Commissioner Tom Henning

CITY OF NAPLES

Councilman Sam Saad, III, Vice-Chair
Councilwoman Dee Sulick

CITY OF MARCO ISLAND

Councilman Dr. William Trotter

EVERGLADES CITY

Mayor Sammy Hamilton, Jr.

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EVERGLADES CITY

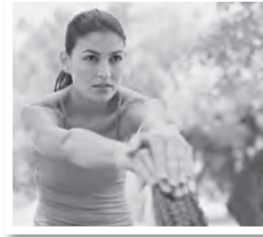
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Parker Oglesby
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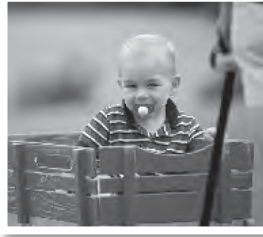
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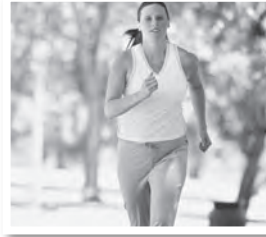
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mullettrapper@gmail.com

4 | BACKGROUND *Information*

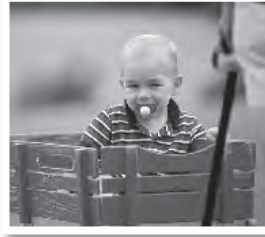


The Collier MPO's Comprehensive Pathways Plan was originally adopted in 2006 and an Addendum, including an updated inventory of pathways (sidewalks, paved shoulders, bike lanes, and shared use pathways), was adopted in May 2010. Since then, the pathways facility inventory has been updated and maintained by the MPO staff.

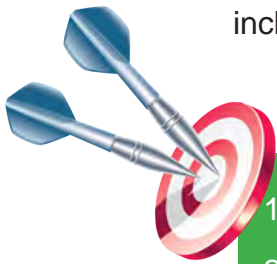
The 2006 Comprehensive Pathways Plan was Collier County's first county-wide bicycle and pedestrian plan. It was developed in coordination with the MPO's 2030 Long-Range Transportation Plan (LRTP), the 2006-2015 Transit Development Plan, Collier County Park-and-Ride Site Identification Study, and the MPO's Congestion Management System Report Update. This plan presented a structured approach to addressing bicycle and pedestrian modes of transportation. It analyzed existing conditions, established goals and objectives, presented a prioritized Needs Plan, and outlined implementation strategies.

The 2010 Addendum, revisited how Needs were evaluated and prioritized. The Addendum also updated the plan to reflect newly constructed facilities and addressed changing conditions and community preferences.

The current Collier MPO's 2012 Comprehensive Pathways Plan represents a significant update to the existing pathways plan. It will be conducted in coordination the 2035 LRTP minor update, build upon the 2006 Pathways Plan and will fully integrate the 2010 Addendum.



Work on the Collier MPO's 2012 Comprehensive Pathways Plan, commenced in February of 2012, and the plan is slated to be completed and approved by the end of November 2012. The significant steps in developing the Master Plan will include the following:



1. Development of the Needs Plan
2. Evaluate the Project Assessment and Ranking Methodology
3. Assessment and Ranking of Projects
4. Drafting and Review of the Master Plan
5. Public Hearings and Adoption of the Master Plan

The following Project Schedule illustrates the various public involvement activities and events that will be utilized throughout the process.

COLLIER COUNTY MPO COMPREHENSIVE PATHWAYS PLAN SCHEDULE											
	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Needs Plan Development											
Data Collection/Working Group formation											
1-on-1 Meetings											
Working Group #1	2/24/2012										
Needs Plan Review											
Draft to Staff		3/14/2012									
Packet Distribution		3/21/2012									
Working Group #2			3/30/2012								
Public Workshop #1											
Web Site Notification		3/1/2012									
Online Needs Survey		3/1/2012									
Public Workshop #1			3/23/2012								
Needs Plan Adoption			4/12/2012								
Needs Plan Revisions			4/16/2012								
Packet Distribution			4/23/2012								
Working Group #3				4/27/2012							
Network Definition and Project Priorities											
Establishing Pathway Plan Goals											
Working Group #4			4/27/2012								
Defining Network				5/16/2012							
Working Group #5					3/25/2012						
Refining Prioritization Methodology											
Working Group #6						6/29/2012					
Public Workshop #2											
Web Site Notification											
Online Preference Survey											
Public Workshop #2					6/20/2012						
Project Priority Plan Review & Refinement											
Development of Project Priorities											
Working Group #7 (Review & Comment)						7/27/2012					
Working Group #8 (Review of Revisions)							8/31/2012				
Drafting & Review of Comp Pathways Plan											
Drafting of Plan											
Staff Review											
Working Group #9 (Review/Discussion)								9/14/2012			
Revisions/Refinement								9/28/2012			
Comp Pathways Plan Adoption (Companion to L RTP)											
Packet Distribution										10/7/2012	
Citizens Advisory Committee / Technical Advisory Committee										10/22/2012	
Pathways Advisory Committee										10/26/2012	
MPO											11/9/2012
Final Press Release /Website Posting											11/15/2012
Final Web Posting											



Numerous public involvement activities will occur over the duration of this project in order to inform and involve stakeholders. The following activities and tools will be utilized as part of the process:

LEGAL ADVERTISEMENTS

MPO Board and Committee meetings as well as public workshops and the adoption hearing will be advertised in the local newspaper and posted on the MPO website to provide adequate public notice. The ads will provide descriptions of the meeting agendas and locations, including contact information for the MPO staff or the RWA project manager.

PRESS RELEASES

Press releases will be distributed to the media outlets identified in the stakeholder list. These press releases will be used to advertise public workshops and will be distributed at least seven days prior to the events. Press releases may also be used to provide project updates and to solicit feedback from the public.

1-ON-1 MEETINGS

Throughout the duration of this project the team members may need to meet with elected officials, staff members, special interest groups, or other groups of affected or interested parties. Input from these meetings will be documented and incorporated in project considerations.



WEB SITE POSTINGS

Meeting notices, project updates, and project documents will be posted on the MPO's website in order to provide ample notice and public access to draft documents. Documents will be provided in PDF format and will be available for public download, review and comment.

ONLINE SURVEYS

One or two online surveys will be utilized as part of the project to obtain public input. These surveys will allow for receive feedback from a wide audience and will provide an input opportunity for individuals who cannot attend the various public meetings and adoption hearing.

STAKEHOLDER GROUP COMMITTEE MEETINGS

A major component of this PIP and an essential part of developing the Pathways Plan, will be the use of a Stakeholder Group specifically assembled for this project. This committee will be comprised of the Pathways Advisory Committee members, representatives from all county jurisdictions, local government and agency staff and advocacy group members. This committee will be utilized to ensure participation from a broad array of stakeholders and to facilitate coordination and support from the various jurisdictions and stakeholder groups. This group will meet at least eight times during the process and will work closely with the MPO staff and the Consultant in reviewing and commenting on all aspects of the Pathways Plan. For the preliminary list of individuals who will be asked to be members of this committee, please refer to page 10 of this Public Involvement Plan.

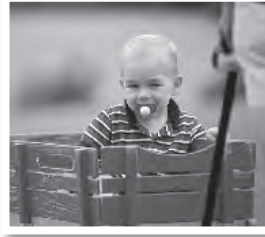


PROJECT WORKSHOPS/OPEN-HOUSES

Two Public Workshops/Open Houses will be held as part of this project. The first of these two public workshops will be an Open House which is an informal meeting, open to the general public, where the Pathways Plan goals and objectives, and the preliminary Needs will be presented on display boards. The public will be encouraged to review the information, discuss the Pathways Plan with the MPO staff and the Consultant, and provide comments if so desired. The second public meeting will be an interactive workshop in which a short presentation, informal surveys, and small group discussions might be held. Sign in sheets, comment forms, discussion summaries and annotated maps will be documented and provided as an appendix to the Pathways Plan.

COMMENT FORMS

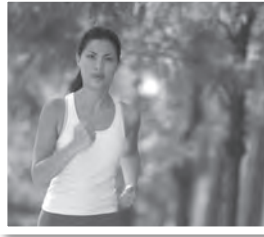
Comment forms will be available at all public meetings held for this project. Comment forms are used to solicit public comment on specific issues being presented at workshops or other public meetings. Comment forms provide a written record of stakeholder comments and provide an input opportunity for individuals who do not desire to speak publicly. All written comments will be provided in the Pathways Plan Public Involvement Appendix.



COMMITTEE AND MPO ADOPTION MEETINGS

Adopting the Collier MPO's 2012 Comprehensive Pathways Plan will require public meetings before the MPO's Pathways Advisory Committee (PAC), Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and the MPO Board. The project team will be requesting endorsement from each committee and approval and adoption from the MPO Board. All committee and Board meetings are advertised and open to the public. The general public will have the opportunity to provide input as part of these meetings and the committees and Board will weigh their comments in making their decisions.





Events Dates

FEBRUARY 2012

Working Group Formation
1-on-1 Meetings
24th: Working Group #1

MARCH 2012

1st: Web Site Notification
1st: Online Needs Survey
30th: Working Group #2

APRIL 2012

▲ 12th: Public Workshop #1
27rd: Working Group #3

MAY 2012

25th: Working Group #4

JUNE 2012

▲ 20th: Public Workshop #2
29th: Working Group #5

JULY 2012

27th: Working Group #6

AUGUST 2012

31st: Working Group #7

SEPTEMBER 2012

28th: Working Group #8

OCTOBER 2012

22nd: Citizens Advisory Committee
22nd: Technical Advisory Committee
26th: Pathways Advisory Committee

NOVEMBER 2012

9th: MPO Approval
16th: Final Web Posting

9 | COLLECTION OF DOCUMENTS AND *Comments*





All public comments received, whether at the meetings, events, emailed or phoned into the MPO staff or the Consultant will be responsibly handled and processed. Timely responses will be provided and careful consideration will be given to all comments.






All meetings and events will be documented and filed in both paper files and digital files. There will be a detailed sign in sheet at every meeting, and workshop summaries will be posted on the MPO's website. A copy of all sign in sheets, comment forms and work products from the workshops will be saved as paper and digital files and will be presented in the Pathways Plan's Public Involvement Appendix.






1. Are you a resident of Collier County?

		Response Percent	Response Count
Yes		96.7%	29
No		3.3%	1
answered question			30
skipped question			0

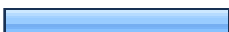

2. In what area of the County do you reside?

		Response Percent	Response Count
City of Naples		36.7%	11
City of Marco Island		10.0%	3
Everglades City		3.3%	1
Immokalee		0.0%	0
Unincorporated Collier County		50.0%	15
N/A		3.3%	1
answered question			30
skipped question			0



3. What best describes your residency?

		Response Percent	Response Count
Full-time resident		90.0%	27
Seasonal resident		6.7%	2
N/A		3.3%	1
answered question			30
skipped question			0

4. Would you like to receive additional information about the Collier MPO 2012 Comprehensive Pathways Plan?

		Response Percent	Response Count
No		33.3%	10
Yes		70.0%	21
Email address			20
answered question			30
skipped question			0






5. How important is it to improve bicycle and pedestrian conditions in Collier County?

		Response Percent	Response Count
Very important		96.7%	29
Somewhat important		3.3%	1
Not important		0.0%	0
answered question			30
skipped question			0

6. What are the most significant bicycle and pedestrian challenges facing Collier County?

	Response Count
	27
answered question	27
skipped question	3

7. How often do you walk-to commute, run errands, for leisure or exercise?

		Response Percent	Response Count
Everyday		26.7%	8
3-4 times per week		46.7%	14
At least once a week		3.3%	1
A few times per month		13.3%	4
Never		10.0%	3
	answered question		30
	skipped question		0





8. Which of the following is your primary reason for walking?

		Response Percent	Response Count
Commute to work		0.0%	0
Commute to school		0.0%	0
Run errands		22.2%	6
Exercise		77.8%	21
Leisure/recreation activity		40.7%	11
Other		0.0%	0
answered question			27
skipped question			3






9. What is the average distance of your typical walk?

		Response Percent	Response Count
0.5 miles or less		14.3%	4
0.5- 1 mile		7.1%	2
1-1.5 miles		42.9%	12
Over 2 miles		35.7%	10
answered question			28
skipped question			2

10. Where do you primarily walk?

		Response Percent	Response Count
Sidewalks		69.2%	18
Multi-use path		15.4%	4
Paved Shoulder		23.1%	6
Off-road trail		0.0%	0
Other		15.4%	4
answered question			26
skipped question			4

11. How often do you bike?

		Response Percent	Response Count
Every day		13.3%	4
3-4 times per week		36.7%	11
At least once a week		16.7%	5
A few times per month		10.0%	3
Never		23.3%	7
answered question			30
skipped question			0







12. Which of the following is your primary reason for riding your bicycle?

		Response Percent	Response Count
Commuter to work		0.0%	0
Commuter to school		0.0%	0
Run errands		16.0%	4
Exercise/long rides		76.0%	19
Leisure/recreation activity		56.0%	14
Other		4.0%	1
answered question			25
skipped question			5







13. What is the average distance of our typical bike?

		Response Percent	Response Count
2 miles or less		19.2%	5
2.1-5 miles		11.5%	3
5-10 miles		19.2%	5
Over 10 miles		50.0%	13
answered question			26
skipped question			4

14. Where do you primarily bike?

		Response Percent	Response Count
Sidewalks		30.8%	8
Multi-use path		19.2%	5
Bike lane		57.7%	15
Paved Shoulder		42.3%	11
Off-road trail		3.8%	1
On road		26.9%	7
answered question			26
skipped question			4

15. What are the top roadway corridors (existing roadways) that most need bicycle and pedestrian facility improvements?

		Response Percent	Response Count
Enter Corridor:		100.0%	27
Why:		96.3%	26
Enter Corridor:		70.4%	19
Why:		70.4%	19
Enter Corridor:		48.1%	13
Why:		48.1%	13
		answered question	27
		skipped question	3

16. Where are your favorite places to walk or bike to and why?

		Response Percent	Response Count
Enter location		100.0%	25
Why		88.0%	22
Enter location		76.0%	19
Why		72.0%	18
Enter location		48.0%	12
Why		44.0%	11
answered question			25
skipped question			5

17. If the current bicycle & pedestrian facilities were improved or expanded, your use of these facilities would:

		Response Percent	Response Count
Increase significantly		58.6%	17
Increase moderately		31.0%	9
Stay the same		10.3%	3
answered question			29
skipped question			1

18. Do you have any other additional comments?

	Response Count
	19
answered question	19
skipped question	11

Q4. Would you like to receive additional information about the Collier MPO 2012 Comprehensive Pathways Plan?

1	floydrodgers@gmail.com	May 11, 2012 3:34 PM
2	garchibald@naplesgov.com	May 9, 2012 1:16 PM
3	hoperoe@gmail.com	May 3, 2012 7:28 AM
4	Duncanjt@yahoo.com	Apr 30, 2012 10:43 AM
5	mjdolanski@gmail.com	Apr 29, 2012 11:21 AM
6	xcapndale@aol.com	Apr 27, 2012 9:57 PM
7	Cmrus24@comcast.net	Apr 27, 2012 9:55 PM
8	mosherosenberg@yahoo.com	Apr 26, 2012 8:48 PM
9	bobatwoods@aol.com	Apr 26, 2012 6:54 PM
10	alanryker@aol.com	Apr 26, 2012 5:12 PM
11	donald.copps@gmail.com	Apr 26, 2012 4:14 PM
12	nancyfrye@colliergov.net	Apr 26, 2012 1:50 PM
13	caroline.cilek@colliergov.net	Apr 26, 2012 11:27 AM
14	I already do. I am on the AdHoc Committee	Apr 25, 2012 2:32 PM
15	johnston.donna@gmail.com	Apr 25, 2012 9:36 AM
16	jetaylor3@gmail.com	Apr 22, 2012 7:15 PM
17	zentgraf2@comcast.net	Apr 22, 2012 6:28 PM
18	dpburke@embarqmail.com	Apr 21, 2012 9:14 PM
19	elanejay@earthlink.net	Apr 21, 2012 4:44 PM
20	suefaulkner@colliergov.net	Apr 11, 2012 11:07 AM

Q6. What are the most significant bicycle and pedestrian challenges facing Collier County?

1	More safer bike lanes	May 11, 2012 3:34 PM
2	Driver attitude and identifying facilities.	May 9, 2012 1:16 PM
3	Safe places to ride and the ability to access safe bike routes. Pedestrian awareness and respect for bicycles is very lacking. We have such a beautiful place to live and there are not enough safe paths to travel on for any distance. Everyone is on their cell phones and riding in the bike lanes is dangerous. There just needs to be more bicycle paths!	May 3, 2012 7:28 AM
4	Large multi-laned, high speed roads. Money.	May 2, 2012 1:22 PM
5	No body stops for a right on red thus endangering pedestrians and bikers in bike lanes and crosswalks.	Apr 30, 2012 10:43 AM
6	Bike Lanes along Davis Ave between US-41 and Airport Pulling Blvd	Apr 29, 2012 11:21 AM
7	Lack of dedicated pedestrian/bike paths	Apr 27, 2012 9:57 PM
8	Safety, plain and simple. Educating drivers on bicycle rights. Educating cyclists on property, legal street riding. We need to make our roads safer for all.	Apr 27, 2012 9:55 PM
9	Dangerous roads/wide crossings/ need pedestrian bridges	Apr 27, 2012 10:31 AM
10	Training drivers to look out for pedestrians and bike riders and to yield to them in crosswalks; more signage is required especially for drivers making right turns on red; We need more separate pedestrian and bicycle paths that take people where they need to go (work, shopping, school, e.g.) as well as purely recreational paths such as in the proposed Gordon River Greenway. With the widening of Oil Well Road, for example, there should be at least a mixed-use path going from the town of Ave Maria, the proposed town of Big Cypress and beyond to the west. More pedestrian crosswalks.	Apr 26, 2012 8:48 PM
11	developing connectivity, currently East / west - need bike lanes on Golden Gate Parkway to GSB maybe along @ @nd Ave to Mooring Line Drive , on US 41 from Goodlette to four corners intesection, Vanderbilt Beach Rd to Gulf Shore Drive, From Livingston on Interprise to the Gordon River Greenway East side Trail head - then on th the City.	Apr 26, 2012 5:12 PM
12	Additional biking lanes needed. Immokolee, Pine Ridge, Airport Pulling, Goodlette Frank. There is a 2 block bike lane needed to connect an existing bike lane on Immokolee just west of Immokolee & Collier Blvd interesection. The east & west segments are not connected and it would make for a great 25+ mile ride!	Apr 26, 2012 4:14 PM
13	Lakc of respect/courtesy on both sides of the fence. Need separatepaths for walking and biking.	Apr 26, 2012 1:50 PM
14	Safety; the speed of traffic and the lack of education	Apr 26, 2012 11:33 AM
15	Poor design or complete lack of safe bicycle lanes	Apr 26, 2012 10:30 AM
16	The connectivity between of bike,ped and transit is not available. First, everyone needs to be educated on safety. Second, roadway speeds need to be reduced to	Apr 25, 2012 2:32 PM

Q6. What are the most significant bicycle and pedestrian challenges facing Collier County?

	enable safe pedestrian and bicycle infrastructure. Third, if the easy choice is to take a car everywhere because you dont feel safe walking or biking to your destination (or it would take you and hour longer due to lack of connectivity) then having one more sidewalk or bike lane will not matter.	
17	drivers' attitudes toward predestrians and bicycalists.	Apr 25, 2012 9:36 AM
18	LACK OF BIKE LANES AND SIDE WALKS	Apr 24, 2012 4:33 PM
19	Lack of facilities and connectivity Oblivious drivers who are unaware Roads are too big - 6 lane, 45 MPH	Apr 24, 2012 8:27 AM
20	Unconnected bike lane/paths	Apr 22, 2012 7:15 PM
21	Vanderbilt Road-add bike lanes on E & W; Vanderbilt Beach Rd add (restore) bike lanes Hammock Oak to Gulf Shore; Add Bike Lanes Bluebill/Immokalee Rd E & Wbound to Livingston	Apr 22, 2012 6:28 PM
22	Cyclist & Driver Education!	Apr 21, 2012 9:14 PM
23	have "bike only space on the road	Apr 21, 2012 4:44 PM
24	Connectivity from residences to shopping/destinations	Apr 20, 2012 1:21 PM
25	motorists do not understand that bikes are allowed on roads. many pedestrians, cyclists and motorists do not understand what they are supposed to do, where to be in the roadway, how to share the roads, etc. great deal of animosity between motorists and cyclists. need a safety / education campaign to help everyone understand rules and rights of each mode of travel, fair enforcement and education from law enforcement when motorists or cyclists do some thing illegal or unsafe. Law enforcement does not understand all the laws and issues regarding cyclists.	Apr 20, 2012 1:19 PM
26	Provide safe bicycle and pedestrian paths on roads that currently have inadequate facilities	Apr 20, 2012 6:05 AM
27	insufficient funds, insufficient right-of-way, gated communities	Apr 11, 2012 11:07 AM

Q15. What are the top roadway corridors (existing roadways) that most need bicycle and pedestrian facility improvements?

Enter Corridor:

1	Logan Blvd	May 11, 2012 3:34 PM
2	U.S.41-East Trail	May 9, 2012 1:16 PM
3	Immokalee Rd going west and east, continuity of the bicyce path!!	May 3, 2012 7:28 AM
4	Much of greater Naples! Especially near schools, parks and grocery stores... places people would walk and bike if they were safe to access by foot or bike.	May 2, 2012 1:22 PM
5	Immokolee rd	Apr 30, 2012 10:43 AM
6	Davis Blvd	Apr 29, 2012 11:21 AM
7	Vanderbilt Drive	Apr 27, 2012 9:57 PM
8	Where 41s. turns east	Apr 27, 2012 9:55 PM
9	Tamiami Trail East	Apr 27, 2012 10:31 AM
10	Oil Well Road	Apr 26, 2012 8:48 PM
11	US 41 from Shadowlawn to Four Corners	Apr 26, 2012 5:12 PM
12	Immokolee	Apr 26, 2012 4:14 PM
13	Golden Gate Blvd East of Willson	Apr 26, 2012 1:50 PM
14	Santa Barbara	Apr 26, 2012 11:33 AM
15	SR 951	Apr 26, 2012 10:30 AM
16	Davis Blvd., between Radio Rd. and the Rich King Memorial Greenway	Apr 26, 2012 10:02 AM
17	Airport Road---the entire road	Apr 25, 2012 2:32 PM
18	Collier south from Pine Ridge past the golf course	Apr 25, 2012 9:36 AM
19	Airport Road S. of Pine Ridge	Apr 24, 2012 8:27 AM
20	County Barn Road	Apr 22, 2012 7:15 PM
21	goodlette-frank vanderbilt bch rd to East 41	Apr 22, 2012 6:28 PM
22	Immokolee Rd between 41 & 75	Apr 21, 2012 9:14 PM
23	Airport Pulling Road	Apr 21, 2012 4:44 PM
24	US 41 E. Naples	Apr 20, 2012 1:21 PM
25	Pine Ridge Road	Apr 20, 2012 1:19 PM

Q15. What are the top roadway corridors (existing roadways) that most need bicycle and pedestrian facility improvements?

26	SR92 from Goodland Bridge to US 41	Apr 20, 2012 6:05 AM
27	pine ridge rd	Apr 11, 2012 11:07 AM
Why:		
1	no bike path south of vanderbuilt Beach Rd	May 11, 2012 3:34 PM
2	Directional information/rules of the road	May 9, 2012 1:16 PM
3	ability to ride larger distances and to go toward the water	May 3, 2012 7:28 AM
5	Bike path is discontinuous east of CR 951 requires riding against traffic in Immokolee Rd.	Apr 30, 2012 10:43 AM
6	Dangerous to mix Ped and Bike on sidewalks	Apr 29, 2012 11:21 AM
7	\$ available. Heavy use. Danderous as is.	Apr 27, 2012 9:57 PM
8	You can't get from one side of the street to the other, it is very scary.	Apr 27, 2012 9:55 PM
9	Trail not clear, sidewalks not always there	Apr 27, 2012 10:31 AM
10	Increased eco-conscious population in Ave Maria, Big Cypress and adjacent potential sustainable community will attract a lot of bike riders.	Apr 26, 2012 8:48 PM
11	heavy bike commuter use	Apr 26, 2012 5:12 PM
12	existing bike lane needs 2 blocks of pavement to connect east & west segments	Apr 26, 2012 4:14 PM
13	There are 3 - 10 riders per working day along GG Blvd	Apr 26, 2012 1:50 PM
14	cars go to fast, no safety signs, not educated	Apr 26, 2012 11:33 AM
15	Very dangerous to ride with 65mph traffic	Apr 26, 2012 10:30 AM
16	I was surprised to see that there is no sidewalk on either side of Davis Blvd. between Santa Barbara Blvd and just before the Rich King Memorial Greenway. My family enjoys the Greenway and sidewalks on the main roads and in neighborhoods surrounding the Greenway but were caught off guard when trying to get to the Greenway from Davis Blvd traveling West. The sidewalk ended shortly after turning onto Davis Blvd. from Santa Barbara Blvd. and we were forced to run in the grass. I think a sidewalk on Davis Blvd. from the Radio Road intersection to the Greenway would be a well utilized improvement.	Apr 26, 2012 10:02 AM
17	Huge lack of infrastructure for safe crossing, biking. No connectivity between pedestrian, cyclists and transit. Speed limit too high on this roadway for safe pedestrian and bicycle mobility.	Apr 25, 2012 2:32 PM
18	there is not birm or bike lane	Apr 25, 2012 9:36 AM
19	no bike lanes, sidewalk has multiple driveways, one side only between GGPkwy & Pine Ridge	Apr 24, 2012 8:27 AM

Q15. What are the top roadway corridors (existing roadways) that most need bicycle and pedestrian facility improvements?

20	Connect Charlemagne Blvd to Whitaker Road	Apr 22, 2012 7:15 PM
21	sidewalk riding & road riding both hazardous & one-sided a lot of way	Apr 22, 2012 6:28 PM
22	No bike lane	Apr 21, 2012 9:14 PM
23	no sidewalks or bike area in rd	Apr 21, 2012 4:44 PM
24	Many pedestrians	Apr 20, 2012 1:21 PM
25	no bike lanes, narrow sidewalks with poor visibility	Apr 20, 2012 1:19 PM
26	It is currently too dangerous to ride	Apr 20, 2012 6:05 AM
27	bus route and commercial activities	Apr 11, 2012 11:07 AM
Enter Corridor:		
2	U.S.41 at Four Corners	May 9, 2012 1:16 PM
3	areas all over Pelican Bay	May 3, 2012 7:28 AM
6	Rattlesnake Hammock Blvd	Apr 29, 2012 11:21 AM
7	Gordan River	Apr 27, 2012 9:57 PM
8	Goodlette-frank,	Apr 27, 2012 9:55 PM
10	Goodlette-Frank Road	Apr 26, 2012 8:48 PM
11	Golden Gate Parkway west of Bears Paw CC	Apr 26, 2012 5:12 PM
12	Livingston bike lane south of Pine Ridge	Apr 26, 2012 4:14 PM
13	Airport Rd US 41 - Golden Gate Parkway	Apr 26, 2012 1:50 PM
14	Intersections on Airport rd.	Apr 26, 2012 11:33 AM
17	Golden Gate Boulevard/especially near Coastland Mall and Freedom Park	Apr 25, 2012 2:32 PM
19	Pine Ridge Road	Apr 24, 2012 8:27 AM
20	Rattlesnake Hammock	Apr 22, 2012 7:15 PM
21	vanderbilt rd north to bonita beach rd	Apr 22, 2012 6:28 PM
22	Intersection of Seagate & Crayton Rds,	Apr 21, 2012 9:14 PM
23	Goodlette Frank Rd	Apr 21, 2012 4:44 PM
25	Airport Road	Apr 20, 2012 1:19 PM
26	951 from Jolley Bridge to US 41	Apr 20, 2012 6:05 AM

Q15. What are the top roadway corridors (existing roadways) that most need bicycle and pedestrian facility improvements?

27	immokalee rd west of CR951	Apr 11, 2012 11:07 AM
Why:		
2	Need for protected crossing	May 9, 2012 1:16 PM
3	for automobile awareness and safety for cyclists.	May 3, 2012 7:28 AM
6	Dangerous to mix Ped and Bike on sidewalks	Apr 29, 2012 11:21 AM
7	Dedicated pathway	Apr 27, 2012 9:57 PM
8	No bike lane	Apr 27, 2012 9:55 PM
10	To provide access to the Gordon River Greenway for bike riders.	Apr 26, 2012 8:48 PM
11	Bike lane ends !!!	Apr 26, 2012 5:12 PM
12	bike lane ends	Apr 26, 2012 4:14 PM
13	Again a high use area. People at St. Mathews House and only means of transportation is foot or bike	Apr 26, 2012 1:50 PM
14	too dangerous	Apr 26, 2012 11:33 AM
17	No bike lanes, roadway too fast, touch and go sidewalks along entire corridor	Apr 25, 2012 2:32 PM
19	no bike lanes, multiple driveways & narrow walk, one-sided	Apr 24, 2012 8:27 AM
20	connect 41 to 951 and Livingston and County Barn	Apr 22, 2012 7:15 PM
21	sidewalk inadequate and only one side of rd. road traffic too fast	Apr 22, 2012 6:28 PM
22	Disaster on foot or bike	Apr 21, 2012 9:14 PM
23	no sidewalks or bike area in rd	Apr 21, 2012 4:44 PM
25	incomplete and narrow sidewalks, bike lanes	Apr 20, 2012 1:19 PM
26	It is currently too dangerous to ride	Apr 20, 2012 6:05 AM
27	commercial activity and school - could be bus route	Apr 11, 2012 11:07 AM
Enter Corridor:		
2	Airport-Pulling Road	May 9, 2012 1:16 PM
7	Collier Blvd.	Apr 27, 2012 9:57 PM
8	From n naples to downtown	Apr 27, 2012 9:55 PM
10	Thomasson Drive. A mixed-use pathway is on the drawing board. Many residents of the Bayshore area ride bicycles and walk. The new path will link	Apr 26, 2012 8:48 PM

Q15. What are the top roadway corridors (existing roadways) that most need bicycle and pedestrian facility improvements?

	them and residents of the future Sabal Bay development to the Shoppes at Hammock Cove shopping center.	
11	Livingston/ Interprise connection to GRG Trailhead	Apr 26, 2012 5:12 PM
17	US41 Northbound/Between Mercato and Immokalee Road	Apr 25, 2012 2:32 PM
19	CR 951 between I-75 & GG Pkwy	Apr 24, 2012 8:27 AM
20	San Marco Road from 41 to Goodland Bridge	Apr 22, 2012 7:15 PM
21	Vndrblt Bch Rd Hammock Oak to the beach	Apr 22, 2012 6:28 PM
23	Pine Ridge Rd	Apr 21, 2012 4:44 PM
25	US 41	Apr 20, 2012 1:19 PM
26	US 41 from 951 to SR92	Apr 20, 2012 6:05 AM
27	livingston between pine ridge and golden gate pkwy	Apr 11, 2012 11:07 AM
Why:		
2	Limited facilities	May 9, 2012 1:16 PM
7	Onr of few N/S routes	Apr 27, 2012 9:57 PM
8	No safe way to get there (someplace everyone wants to go because of all the great activities) until you get to crayton rd.	Apr 27, 2012 9:55 PM
10	(See immediately above)	Apr 26, 2012 8:48 PM
11	would allow safe E/W flow from GG to City & back	Apr 26, 2012 5:12 PM
17	When I take transit to/from work. To walk safely when getting off of the bus, no sidewalk on this side of roadway to connect to development or bus stop. This is a basic need.	Apr 25, 2012 2:32 PM
19	no facilities exist at all!	Apr 24, 2012 8:27 AM
20	Marco Loop MUCH safer!	Apr 22, 2012 7:15 PM
21	multi-use & multi-drctnl trffc too heavy for sfty & encrgmnt of non motor vehicle transprt	Apr 22, 2012 6:28 PM
23	no side walks or bike area in rd.	Apr 21, 2012 4:44 PM
25	inadequate crosswalks, signalization, bike lanes, not consistent	Apr 20, 2012 1:19 PM
26	Too dangerous to ride	Apr 20, 2012 6:05 AM
27	bike lanes disappear - would be complete connection	Apr 11, 2012 11:07 AM

Q16. Where are your favorite places to walk or bike to and why?

Enter location		
1	Terk Bicycle Store	May 11, 2012 3:34 PM
2	Local residential streets	May 9, 2012 1:16 PM
3	the Vineyards, Logan to Vanderbilt rd access	May 3, 2012 7:28 AM
4	Anyway in Olde Naples	May 2, 2012 1:22 PM
5	Vanderbilt Beach rd	Apr 30, 2012 10:43 AM
6	Bike/Ped Trail between Radio Rd and Rattlesnake Hammock	Apr 29, 2012 11:21 AM
7	Bike to Max Hasse Community Park	Apr 27, 2012 9:57 PM
8	Coconut point	Apr 27, 2012 9:55 PM
9	Lely Resort, Eagle Lakes	Apr 27, 2012 10:31 AM
10	Moorings private beach park. A healthy walk to a beautiful beach and park that's calm and relaxing.	Apr 26, 2012 8:48 PM
11	Livingston Road	Apr 26, 2012 6:54 PM
12	GSB / Naples to Bonita Beach Rd	Apr 26, 2012 5:12 PM
13	Logan Blvd Vanderbilt Beach to Vineyards	Apr 26, 2012 4:14 PM
14	Vineyards Blvd	Apr 26, 2012 1:50 PM
15	Pine Ridge Neighborhood	Apr 26, 2012 11:27 AM
16	Marco	Apr 26, 2012 10:30 AM
17	Airport Road/Davis	Apr 25, 2012 2:32 PM
18	from 44th Terrace SW to pool at GG community park	Apr 25, 2012 9:36 AM
19	Everglades City, State Rd 29	Apr 24, 2012 8:27 AM
20	Rich King Greenway	Apr 22, 2012 7:15 PM
21	vndrblt beach rd east of US 41	Apr 22, 2012 6:28 PM
22	Livingston Rd	Apr 21, 2012 9:14 PM
23	Royal Scoop	Apr 21, 2012 4:44 PM
24	Beach	Apr 20, 2012 1:21 PM
25	Gulf Shore Blvd	Apr 20, 2012 1:19 PM
Why		

Q16. Where are your favorite places to walk or bike to and why?

2	No traffic & slow speeds	May 9, 2012 1:16 PM
3	safety and less traffic in the Vineyards	May 3, 2012 7:28 AM
4	Very walkable and bikeable - road speeds not too high.	May 2, 2012 1:22 PM
5	Bike lane	Apr 30, 2012 10:43 AM
6	Need Street Crossing control at Davis and Rattlesnake	Apr 29, 2012 11:21 AM
7	Good distanc. Cold water & restrooms	Apr 27, 2012 9:57 PM
8	Livingston road is so great to rid	Apr 27, 2012 9:55 PM
10	Except for having to walk on Mooring Line Drive for part of the distance, the walk is otherwise on quiet, pleasant streets.	Apr 26, 2012 8:48 PM
11	Live in the area	Apr 26, 2012 6:54 PM
12	slower traffic, two lane, less traffic volume	Apr 26, 2012 5:12 PM
13	uninterupted bike lane exists today, 20 mile round trip w few stops	Apr 26, 2012 4:14 PM
14	Nice Sidewalks, shaded	Apr 26, 2012 1:50 PM
15	Quiet, Few cars, Speed Limit is low- not 45mph	Apr 26, 2012 11:27 AM
16	Home	Apr 26, 2012 10:30 AM
17	I work in Collier County and like to walk to my lunch venue	Apr 25, 2012 2:32 PM
18	to swim for exercise	Apr 25, 2012 9:36 AM
19	low traffic, open road network	Apr 24, 2012 8:27 AM
20	close - Bald Eagles	Apr 22, 2012 7:15 PM
21	good bike lanes and sidewalks in both directions	Apr 22, 2012 6:28 PM
22	existing Bike Lane	Apr 21, 2012 9:14 PM
23	I like the ice cream there	Apr 21, 2012 4:44 PM
25	safe bike lanes, sharrows when bike land ends	Apr 20, 2012 1:19 PM
Enter location		
2	Park Pathways	May 9, 2012 1:16 PM
3	Vanderbilt Rd heading west to Pelican Bay and all over Pelican Bay	May 3, 2012 7:28 AM
5	Immokolee rd bike path	Apr 30, 2012 10:43 AM
6	From Port Royal to Vanderbilt along near shore roads	Apr 29, 2012 11:21 AM

Q16. Where are your favorite places to walk or bike to and why?

7	Corkscrew Road & Imperial	Apr 27, 2012 9:57 PM
8	Downtown naples	Apr 27, 2012 9:55 PM
10	Freedom Park	Apr 26, 2012 8:48 PM
12	Pelican Bay to Vanderbilt beach rd, via Livingston to FGCU	Apr 26, 2012 5:12 PM
13	Livingston	Apr 26, 2012 4:14 PM
14	Vanderbilt Beach Rd	Apr 26, 2012 1:50 PM
15	Orange Blossom Rd	Apr 26, 2012 11:27 AM
16	To Edison State College	Apr 26, 2012 10:30 AM
17	Airport/East Trail (US41)	Apr 25, 2012 2:32 PM
18	from 44th Terrace SW to WinnDixie	Apr 25, 2012 9:36 AM
19	Goodlette Rd between GGPkwy & Pine Ridge west side	Apr 24, 2012 8:27 AM
21	vndrblt rd to Barefoot Beach	Apr 22, 2012 6:28 PM
23	Naples Pier	Apr 21, 2012 4:44 PM
24	Parks	Apr 20, 2012 1:21 PM
25	Crayton Road	Apr 20, 2012 1:19 PM
Why		
2	Safe	May 9, 2012 1:16 PM
3	its beautiful and you have beach access	May 3, 2012 7:28 AM
5	Near my home good ride except for incomplete section	Apr 30, 2012 10:43 AM
6	Light, slower traffic and bike lanes	Apr 29, 2012 11:21 AM
7	Good distance. Relatively safe	Apr 27, 2012 9:57 PM
8	So beautiful and so much to do	Apr 27, 2012 9:55 PM
10	It's an attractive, natural spot with paths and boardwalks that absorb impact and thus are easy on the knees and feet.	Apr 26, 2012 8:48 PM
12	clear defined Bike lanes most of the way	Apr 26, 2012 5:12 PM
13	same reason	Apr 26, 2012 4:14 PM
14	Easy to Park and Walk	Apr 26, 2012 1:50 PM
15	Nice meandering road with landscaping. Speed limit is 30mph, not 45mph	Apr 26, 2012 11:27 AM

Q16. Where are your favorite places to walk or bike to and why?

16	Work commute	Apr 26, 2012 10:30 AM
17	I work at the Government Complex and like to walk to my lunch venue	Apr 25, 2012 2:32 PM
18	groceries	Apr 25, 2012 9:36 AM
19	to get to Freedom Park	Apr 24, 2012 8:27 AM
21	like nature progrms & don,t like parking hassle	Apr 22, 2012 6:28 PM
23	Pleasant spot	Apr 21, 2012 4:44 PM
25	feels safe	Apr 20, 2012 1:19 PM
Enter location		
2	I-75	May 9, 2012 1:16 PM
3	Livingston Rd North and South, up to Coconut Pt	May 3, 2012 7:28 AM
7	Lely Resort	Apr 27, 2012 9:57 PM
13	bike path along Immokolee	Apr 26, 2012 4:14 PM
15	Pelican Bay neighborhoods	Apr 26, 2012 11:27 AM
17	US41 Northbound (east side of street)/between Mercato and Immoklee Road	Apr 25, 2012 2:32 PM
18	from 44th Terrace SW to Vanderbilt Estates	Apr 25, 2012 9:36 AM
19	Twin Lakes/West Lake neighborhood	Apr 24, 2012 8:27 AM
21	gulf pavilion to beach on vndrblt bch rd	Apr 22, 2012 6:28 PM
23	Naples Boys and Girls club	Apr 21, 2012 4:44 PM
24	Shopping	Apr 20, 2012 1:21 PM
25	Pine Ridge area	Apr 20, 2012 1:19 PM
Why		
2	Not really, just checking	May 9, 2012 1:16 PM
3	it's a nice long stretch of a good bike path in most places and it offers opportunity to go longer distance	May 3, 2012 7:28 AM
7	Good distance. Safe biking in the development.	Apr 27, 2012 9:57 PM
13	safety, please take care of the 2 block area At Collier Blvd	Apr 26, 2012 4:14 PM
15	Two lane streets, nice landscaping, Speed limit is 30mph, not 45mph	Apr 26, 2012 11:27 AM
17	When anyone (or I) take the bus there is no existing sidewalk or bike lane after	Apr 25, 2012 2:32 PM

Q16. Where are your favorite places to walk or bike to and why?

the Mercato bus shelter. My bus stops right by the Applebees (pole in ground/little swail) and I am forced into traffic or crossing the roadway very quickly

18	visit family	Apr 25, 2012 9:36 AM
19	exercise, low traffic	Apr 24, 2012 8:27 AM
21	avoid drvng & prkng BUT hate lack of bike lanes/adqte sidewlks	Apr 22, 2012 6:28 PM
23	I am mentor thee	Apr 21, 2012 4:44 PM
25	lot of other cyclists so cars are usually more aware of you	Apr 20, 2012 1:19 PM

Q18. Do you have any other additional comments?

1	County Pathway Maps are a real resource; how about using the base map for the purposes of identifying needs and proposed improvements?	May 9, 2012 1:16 PM
2	We realize the cost for more bike paths is much higher than bike lanes on the road. It seem to be the only answer for everyone's safety and enjoyment. I know if there were more paths, there would be a huge increase in the amount of people that would use them for exercise and enjoyment.	May 3, 2012 7:28 AM
3	Greenways and Multi-use paths would be a wonderful addition to our community. I know some are planned... keep going! Thank you!	May 2, 2012 1:22 PM
4	US 41 and Vanderbilt bike lane is very dangerous with right turning traffic east bound to northbound 41	Apr 30, 2012 10:43 AM
5	Do a proper 12 foot wide pathway on Vanderbilt Drive, so people can experience what a properly designed trail is like.	Apr 27, 2012 9:57 PM
6	Convince all involved county desicion makers that bicycle and pedestrian paths are no less important than roadways. Protect pedestrians and bike riders. Signage is a relatively low-budget way to let drivers know that there are people out there on foot and on bicycles and that they must respect their safety (by state law, if not by human decency.)	Apr 26, 2012 8:48 PM
7	MANY more would use bikes in the sprawl of Collier County if safe routes were developed. Cycling could be a big a tourist activity in the County as it is in the City with an improved enviorment. The easiest E/W connector opportunity that I can imagine is the connection from Livingston Rd via Interprise through the Gordon River Greenway to the City and west from there to GSB using Banyon Blvd.	Apr 26, 2012 5:12 PM
8	I am considering other more bike friendly communities for my permanent residence. Can you please address the 2 block multi use pathway area just west of Collier Blvd on Immokolee.	Apr 26, 2012 4:14 PM
9	Need wider pathways so that cihldren and leisure biker's can comfortably share the pathway having room for each to move to the side. (8 - 10 Feet Width)	Apr 26, 2012 1:50 PM
10	My largest concern is that it is unpleasant to ride a bike on the road when cars are going 45-55 mph. It is scary! The sidewalks are fine, but they don't offer the same type of ride. The local streets are so much nicer to ride, run and walk on. I think investing money for pedestrian/bike facilities on the arterial roads is a waste of money because they will never be pleasant.	Apr 26, 2012 11:27 AM
11	If you create an infrastructure tha allows active transportation (biking/walking) including CAT (people who take public transportation get their recommended 30 minutes of physical activity daily) to be an easy choice the entire community would benefit (less congestion, healthier/active people, less money spent on gas and more money spent on community/economy, more involvement in community/neighborhoods, aging in place-older individuals keep their independence). Naples Park is a great example of a place that could be tweaked and transformed a little to become one of the healthiest places to live in Collier County (old grid system (with a high connectivity index [nodes/links]), many points of access, people who live there can take transit pretty easily minus	Apr 25, 2012 2:32 PM

Q18. Do you have any other additional comments?

infrastructure on the other side of US41, they can live, work, shop, recreate and run errands by walking/biking/taking transit). I would like to add that I drive by or transit-by Naples Park every day, I do not live there. But I would like to. The Collier County Community Character Plan from April 2001 by Dover Kohl and Partners had some wonderful examples that could have been implemented in Naples Park.

- | | | |
|----|--|----------------------|
| 12 | A share the road campaign would be an asset. Though most motorists are considerate, there's always the one time he/she may miss seeing the cyclist or the walker. The campaign would raise awareness until it's second nature. | Apr 25, 2012 9:36 AM |
| 13 | Intersections of two 6-lane arterials are a real problem for safe ped & bike crossing. We need to take a look at design issues and other alternatives - mid-block x-ings, parallel diversions, etc. | Apr 24, 2012 8:27 AM |
| 14 | Need bike lanes on west end of Vanderbilt Beach Road. Need bike lanes on south end of Vanderbilt Drive. Bike lanes on south end of Livingston. Bike Lanes to connect Livingston to Rich King. Crossings for Rich King on Davis. | Apr 22, 2012 7:15 PM |
| 15 | Quit REMOVING! Bike Lanes and wide shoulders to expand motor vehicle lanes and thereby increase speed!! Eg., re-striping Vanderbilt Beach Rd and Vanderbilt Rd!!! | Apr 22, 2012 6:28 PM |
| 16 | I perceive that the drivers of cars and bikers are more aware of each other. more speed in this direction. bikers and intersections could be safer | Apr 21, 2012 4:44 PM |
| 17 | Bike Path priorities should start in the neighborhoods that will use them the most. | Apr 20, 2012 1:21 PM |
| 18 | We need better bike and pedestrian facilities and we need to find more off-road or multi-use pathway options. Many people are too afraid to ride bikes in Naples, especially on roads with the seasonal traffic. But even with better places to ride, the community as a whole needs a targeted education effort so that everyone knows what is safe and legal for a cyclist and why, what motorists need to do to accommodate cyclists, help pedestrians understand common dangerous mistakes and have better enforcement so that it matters. If no one enforces the 3 foot passing law, unless you bike, you won't care or follow the law. If cyclists and pedestrians are always blamed for accidents, even when a motorist has partial responsibility, the hostility on the roads now will only increase and make things more dangerous. | Apr 20, 2012 1:19 PM |
| 19 | Spend more money on local sidewalks and bike paths, less money on mega-projects that only benefit politically connected land developers!!! | Apr 20, 2012 6:05 AM |



AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #1

3/30/2012

10:30 – 12:00

Please review attached documents:

- PIP
- Sample Issues/Challenges (San Leandro Bike & Ped Master Plan, City of Easley Bike & Ped Master Plan, Jackson & Teton County Pathways Master Plan)
- Samples Plan Content (Portland Bike Plan for 2030, City of Chicago Bike 2015 Plan, City of Bellevue Ped & Bike Plan, Jackson & Teton County Pathways Master Plan)
- 2006 Comprehensive Pathways Plan Goals and Objectives
- Sample Plan Goals (Lee County Bike Ped Master Plan, City of Chicago Bike 2015 Plan)
- GIS Maps - Major Roads, Existing Facilities, Needs, and Facility Coverage Table

Due to the limited duration of this meeting and the significant agenda items to discuss, please review the agenda and attached documents prior to the meeting and come prepared to discuss the items, provide feedback and recommendations, and vote on priorities.

10:30 – 10:45

Introduction

PIP Plan

Project Schedule

Role of Working Group

10:45 – 11:00

Current Bike/Ped Issues & Challenges

What are the major Bike/Ped issues and challenges in Collier County and your local community? Please prepare a list prior to meeting.

What do you want to see in the 2012 Plan?

What do you like or not like about the 2006 Plan and 2010 Update? What needs to be included in the 2012 Plan? Please prepare list of must have items prior to the meeting.



11:00 – 11:30

Review of 2006 Plan Goals & Objectives

How useful have they been? Are they realistic or relevant? Do they need to Stay or Go? Please be ready to vote Yea or Nay on the existing Goals and Objectives.

Developing List of Goals

Please come prepared to make Goal recommendations and vote on top priorities.

11:30 – 12:00

Review of Existing Bike/Ped Facility Maps

Please review maps of existing bicycle and pedestrian facilities and be prepared to identify any inaccuracies you see.

Also, review the major roads network and be ready to discuss if network should be expanded and what roads should be added.



AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #2

4/27/2012

9:00 – 11:30

Due to the limited duration of this meeting and the significant agenda items to discuss, please review the agenda and attached documents prior to the meeting and come prepared to discuss the items, provide feedback and recommendations, and vote on priorities.

9:00 – 9:45

What do you want to see in the 2012 Plan? (Carry over from 1st meeting)

What do you like or not like about the 2006 Plan and 2010 Update? What needs to be included in the 2012 Plan? Please prepare list of must have items prior to the meeting.

9:45 – 10:30

Review of 2006 Plan Goals & Objectives (Carry over from 1st meeting)

How useful have they been? Are they realistic or relevant? Do they need to Stay or Go? Please be ready to vote Yea or Nay on the existing Goals and Objectives.

Developing List of Goals

Please come prepared to make Goal recommendations and vote on top priorities.

10:30 – 11:00

Review of Existing Bike/Ped Facility Maps (Carry over from 1st meeting)

Please review maps of existing bicycle and pedestrian facilities and be prepared to identify any inaccuracies you see.

Also, review the major roads network and be ready to discuss if network should be expanded and what roads should be added.

11:00 – 11:30

Workshop & Survey Results

Introduction of project evaluation methodology and priority tiers (to be discussed next month)



AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #3

5/25/2012

10:00 – 11:30

10:00 – 11:30

Project Evaluation and Ranking Methodology

Discussion about Categorizing Facility Projects into High Priority, Medium Priority, Low Priority Tiers (10 min.)

Discussion of How Many Criteria to be Used (10 min.)

Discussion of Criteria Weighting (10 min.)

Discussion and Selection of Most Significant Criteria (45 min.)

Discussion Regarding Fair Distribution of Projects & Funds amongst Jurisdictions (15 min.)

Optional Item

Discussion of Project Lists other than Bicycle or Pedestrian Facilities

If Time Permits

Potential Lists:

Intersection/Spot Improvements

Off-Road Facilities/Trails/Greenways

Innovative/Demonstration Projects

Safety Audits/Corridor Studies

Local Community Improvements



AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #4

6/29/2012

9:00-10:30

9:00 – 10:00 **Results from Project Evaluation and Ranking Methodology**

Review Voting Results (10 min.)

Discuss Weighting (10 min.)

Identify Significant Corridors (20 min.)

Identify Continuous Bike Routes (20 min.)

10:00 – 10:25 **1st Survey Results** (25 min.)

Discuss Results as Group

Discuss if Need for Follow Up Survey

10:25 – 10:30 **2nd Workshop** (5 min.)

Optional Item **Discussion of Project Lists other than Bicycle or Pedestrian**
If Time Permits **Facilities**

Potential Lists:

Intersection/Spot Improvements

Off-Road Facilities/Trails/Greenways

Innovative/Demonstration Projects

Safety Audits/Corridor Studies

Local Community Improvements

AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #5

7/29/2012

9:00-10:30

9:00 – 9:50

Review Preliminary Project Evaluation and Rankings

Review Maps (15 min.)

Review Ranking Table (15 min.)

Discuss Results (20 min.)

9:50 – 10:30

Discuss Policy Recommendations (25 min.)

Identify priorities with regards to education, process, programs, law enforcement, agency coordination, etc...

10:30

2nd Workshop Announcement

AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #6

8/31/2012

9:00-10:30

9:00 – 10:00

Review of Project Evaluation and Rankings

Review Maps (10 min.)

Review Tables (10 min.)

Discuss Ranking Results (20 min.)

10:00 – 10:20

Discuss Workshop & Committee Member Attendance (25 min.)

Find out who can attend workshop & if they can publicize the workshop within their stakeholder group

Discuss opportunity for them to present project priorities to their respective groups

10:25 – 10:30

Update on Final Report/Plan (5 min.)



AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #7

9/28/2012

9:00-10:30

9:00 – 9:45

Review Project Ranking

Review Maps (Attachments A & B)

Review Bicycle and Pedestrian Needs Lists (Attachments C & D)

Discuss Ranking Results

9:45 – 10:30

**Discuss Bike, and Pedestrian Project Selection Process
(30 min.)**

Discuss process

Discuss recommendations to be included in final report

**Optional Item
If Time Permits**

Discussion of Project Lists other than Bicycle or Pedestrian Facilities

Potential Lists:

Intersection/Spot Improvements

Off-Road Facilities/Trails/Greenways

Safety Audits/Corridor Studies

Local Community Improvements

Way-finding Signage

AGENDA

Collier MPO 2012 Comprehensive Pathways Plan, Stakeholders Working Group Meeting #8

10/26/2012

9:00-10:30

9:00 – 10:15

Review of Draft 2012 Comprehensive Pathways Plan

10:15 – 10:30

Discuss Endorsement and Adoption Process

PUBLIC COMMENTS RECEIVED ON THE 2012
COMPREHENSIVE PATHWAYS PLAN
(During Public Comment Period –
November 13-December 13, 2012)

At the November 30, 2012 Pathways Advisory Committee (PAC) meeting, the Committee wished to have the following comments noted in the final 2012 Comprehensive Pathways Plan:

Safety is of great importance to the PAC. The Committee would like to further review the safety criteria in future plan updates to ensure that the importance of safety is emphasized to the fullest extent possible.

Mr. Jim Klug of the PAC commented he thought it would be beneficial to combine the pedestrian and bicycle needs into one list.

Mr. Alan Musico of the PAC submitted the comments regarding the Marco Island bicycle and pedestrian needs. (To be presented to the PAC for further discussion after adoption of the Comprehensive Pathways Plan)

Dated: 12/5/12

GIS Data Accuracy:

One of the primary sources of data used to develop the Comprehensive Pathways Plan was the County GIS System. However, Marco Island uses its own GIS System; and the County System has not been maintained to reflect the facilities on the Island. Since many of the scoring criteria are based on incomplete GIS Data in the County System, the scores assigned to the Bicycle and Pedestrian facilities on Marco Island are understated.

Proximity (1mile) to Healthcare & Public Facilities

- City Hall – Bald Eagle @ San Marco – 50 Bald Eagle
- Library – Heathwood @ Andalusia (**shown**) – 210 Heathwood
- Tax Office – Winterberry @ Fieldstone – 1040 Winterberry
- Post Office – Elcam Circle @ Bald Eagle/Collier (**shown**) -600 Elcam
- Post Office - San Marco @ Barfield/Balmoral – 135 S Barfield
- Post Office – Goodland Dr @ Papaya – 427 Papaya
- NCH Health Care Center – Bald Eagle @ San Marco – 40 Heathwood
- Physicians Regional Health Care Center – San Marco @ Barfield/Balmoral
– 1825, 1835 San Marco
- Tigertail Beach Parking & Access – Hernando @ Spinaker – 480 Spinaker
- South Beach Parking & Access – Collier @ Swallow – 933 Swallow
- Jolley Bridge Public Fishing Access – Collier @ Foot of Jolley Br
- Bald Eagle Nature Preserve – Tigertail @ between Hernando and Century
- Caxambas Park Fishing Pier – Caxambas Ct & Swallow/Cul de Sac – 909 Collier
- Public Ballfields – Winterberry @ Peacock/Barcelona – 1400 Winterberry
- Calusa Park – Winterberry @ Heathwood to Barfield
– 1441,1515,1581,1615 Winterberry
- Otter Mound Park – Addison @ Leo – 1821,1831,1835,1841 Addison
- Mackle Park – Heathwood/Worthington @ Leland/Auburndale - 1361 Leland
- Linear Park – Heathwood @ San Marco to Andalusia
– 1271,1275 Winterberry, 158-188 Leland
- Jane Hitler Park – Collier@ Bayside – 328 Collier
- Old Veterans Park – Collier @ Barfield – 1299 Barfield
- Veterans Park – Elcam Cir/ Park Ave @ Bald Eagle – 901,529 Elcam
- Leigh Plummer Park – Barfield @ Piedmont Cir – 400 barfield
- Goodland County Park – Goodland @ Palm – 750 Goodland Drive

Note : Addresses / Block Numbers are taken from the Marco Island GIS map viewer
<http://comcast.cityofmarcoisland.us:555/>

Proximity (1/2 mile) to Activity, Commercial, Employment, Tourism Center

Residents Beach (MI Civic Assn)– Collier @ San Marco – 10 Collier
Gene Sarazen Park (MI Civic Assn) – Collier @ Swallow – 930 Swallow
YMCA – Sandhill/Gulfstream @ San Marco/Twilight Way – 101 Sandhill
Marco Island Country Club – Jamaica/Yellowbird/Fruitland/ Nassau- 500 Barfield
Marco Island Yacht Club – Collier @ Buttonwood – 1400 Collier
Rose Marina – Bald Eagle @ Giralda/Elkhorn – 951 Bald Eagle
Goodland Marina – San Marco @ Goodland Drive – 3200 San Marco
Art League – Winterberry @ Peru – 1025 Winterberry
Chamber of Commerce Tourist Center – Collier @ Rose – 1116 Collier
Marriott Hotel – Collier @ Dolphin- 400 Collier
Hilton Hotel – Collier @ Winterberry – 560 Collier
Shops at Marco Complex –NE – San Marco/Barfield/Bahama Covewood
SE - Barfield/San Marco/Balmoral/Dogwood/Hawaii
SW – San Marco/Barfield/Hawaii/ Bahama
NW – San Marco/Bahama/Barfield
Marco Walk/Mission Plaza – Collier/Winterberry/Landmark/Lido
– 531-581, 591,599 Collier
Olde Marco - Bald Eagle @ Palm Ave – various along Palm Ave
Esplanade – Collier @ Elcam Cir/Tigertail – 720,724,740,760,780,800 Collier
Town Center Complex– NE-Elcam Cir/Bald Egle/Collier Blvd
SE– Bald Eagle/Collier/Elcam/Lambert
SW– Collier/Bald Eagle/Elkhorn/Elcam
NW-Bald Eagle/Collier/Elcam/Windward

Safety:

At the Ad Hoc Committee Meeting in which corridors with Safety Concerns were designated, we identified Bald Eagle Drive and San Marco Road as safety risks. On the October draft, these routes were not designated as such. At the October 26, 2012 meeting, **we reiterated that Bald Eagle (from Giralda to San Marco); and San Marco (from Collier to Route 41) should be identified as Safety Risks.** As of the November 2012 Draft, only half of Bald Eagle Drive, and none of San Marco Road is correctly identified.

Following are our comments relative to individual road segments identified as Bicycle and Pedestrian needs. Corrections to Scores and Tier Ratings reflect adjustments for Public Facilities, Activity Centers, and Safety. There are some corrections to Project Descriptions as well.

B6 P4 Addison Ct - W Inlet to E Inlet – Low - 5.83
Located within 1 mile of Public Facility – no score shown

Revise Score from 0 to 5.83

- B111 P107 Tigertail – Hernando to Collier – Programmed**
Sidewalk/SUP 1 side only – 2 sides shown
Rev Descr to Wide Side/SUP, 1 side
- B117 P115 W Inlet Dr – Trivida to Addison – Low - 5.83**
Located within 1 mile of Public Facility – no score shown
Sidewalk/SUP 1 side only – 2 sides shown on segments
Revise Score from 0 to 5.83
Rev Descr to Wide Side/SUP, 1 side
- B124 P122 Winterberry – S Heathwood to Barfield – Programmed**
Description on P122 is incorrect – should be 1 side only, 2 sides shown
Rev Descr on P122 to 1 side
- B125 P121 Winterberry – S Heathwood to S Collier – Programmed**
Description on both incorrect – should be Wide Sidewalk/SUP, 1 side
Rev Descr to 1 side

APPENDIX B: NEEDS EVALUATION CRITERIA DESCRIPTION AND RANKING & WEIGHTING TABLE

- Needs Evaluation Criteria Description Table
- Criteria Ranking & Weighting Table

Needs Evaluation Criteria Description Table

CRITERIA	Measurement	Significance	Data Sources/Methodology Applied
Safety	Map roadway corridors with bicycle and/or safety concerns as identified by Ad Hoc Advisory Committee. Identify facilities needs within corridor and score accordingly.	Improving user safety and reducing crashes and fatalities is the top priority for the Pathways Plan. Providing adequate bicycle and pedestrian facilities is the most immediate tool in improving safety conditions. Additionally, improving actual or perceived safety conditions can encourage more people to walk and bike.	Ad Hoc Committee identified intersections and roadway segments where they were aware of existing or perceived safety concerns. The Committee decided to identify longer corridors inclusive of intersections, since safety issues often extend beyond a given intersection. The selected corridors were based on input from the committee members with extensive experience dealing with bike/ped issues throughout the County. This qualitative and experiential information was used instead of crash data, since the crash data did not provide obvious 'hot spots' with numerous crashes and/or fatalities within a 5 year period. This the Safety Enhancement Need Map can easily be updated in the future using the same methodology and/or supplementing it with a public survey, and crash data. All needs that fell within an identified safety concern corridor were given a score of 7.08, all others were scored 0.
School Proximity	Map all schools. Identify facility needs within 1 mile radius of Schools. Score needs accordingly.	To encourage young people to walk or bike to school. To provide safe routes to school in alignment with Federal Safe Routes to School funding program.	The data was obtained from the MPO existing data layers and combine with Collier County's School data downloaded from http://www.colliergov.net/Index.aspx?page=2713 . Each school was buffered with a 1 mile radius and every need that intersected that corridor was given a score of 6.92, all others were scored 0.
Proximity to Transit	Map all transit lines. Select facilities needs that fall on those lines. Score needs accordingly.	Transit, bicycle and pedestrian modes of transportation complement and support each other. Transit users must walk or bike to the bus stop. Providing facilities to the stops encourages transit use, offers mobility choices for all and reduces the reliance on the automobile.	Transit lines were obtained from Collier County GIS. The Proximity to Transit map only looked at need that fell on those lines. The map does not assess needs that intersect with these lines. All needs that fell on the transit lines were given a score of 6.50, all others were given a 0.
Proximity to Health Care & Public Facilities	Map all hospitals and government facilities. Select facility needs within 1 mile. Score needs accordingly.	To provide access and transportation options for all users to essential service facilities.	The data was obtained from the MPO and Collier County GIS. The MPO's GIS layer was developed in coordination with the Collier County Health Department and the park locations were obtained from Collier county GIS. Each identified location was buffered with a 1 mile radius and every need that intersected these buffers was given a score of 6.08, all others were given a score of 0.
Proximity to Activity, Commercial, Employment, Tourism Center	Map significant commercial, entertainment, recreational, tourism and employment centers. Select facility needs within 1 mile. Score needs accordingly.	Provides access, and connectivity to the most frequented areas of the County. Promotes use of alternative modes, and contributes to livability and economic activity.	The data was obtained from several sources - the MPO, Collier County GIS and the Consultant. The map identified areas with Commercial and Industrial zoning, Activity Centers from the FLUM, Airports from Collier County GIS as well as the Parks layer used in the Proximity to Health Care & Public Facilities map. The consultant supplement significant points of interest that did not fall within the existing layers and also added the entire coastline in the beaches category to reflect the importance of the county's beaches and the tourism associated with them. All of these points of interest were buffered by a 1 mile radius and all needs that intersected the buffers were given a score of 5.83, all others were given a score of 0.
Connectivity/Missing Links	Identify significant facility gaps or gaps that can be easily closed to enhance connectivity to a point of interest or continuity within a corridor. Score needs within these facility gaps accordingly.	Gaps in bicycle and pedestrian facilities can create hazardous conditions and discourage people from walking or biking to their destination. Filling in gaps can improve connectivity and facility continuity, improve safety conditions, and promote greater walking and cycling activity.	The Ad Hoc Committee and the Consultant looked at existing facilities throughout the County and identified significant facility gaps that if closed would linking significant areas, points of interest or corridors. The resultant map identifies these significant gaps on a corridor basis, and needs that fell within those corridor gaps were given a score of 5.08, all others were scored 0.
Population Density	Using 2010 census tract data, map population density throughout the County and identify areas with the highest densities. Score needs along those areas accordingly.	With limited funds and seemingly limitless facility needs, the intent is to invest in facilities which will benefit the greatest amount of people.	Population density was identified for the entire county by using 2010 Census data. The map utilized census tract data, and was broken down into the following gradients: 0-1 DU/AC, 1.1-3.0 DU/AC, 3.1-6.0 DU/AC, 6.1-10 DU/AC, 10.1-Over DU/AC. The needs that fell within or directly abutted the tracts with the highest density (10.1-Over) were given a score of 5.00, all others were scored 0.
Significant Corridor	Identify a few priority corridors where complete and continuous facilities are desired. Identify significant corridors that interconnect the County from and North-South or East-West perspective. Score facility needs within those corridors accordingly.	Continuous, cross-county facilities enhance county-wide mobility options, connect neighborhoods and activity nodes, and provide safe and convenient facilities to most urbanized areas.	The Ad Hoc Committee identified the most significant corridors. The criteria considered was corridors that interconnected extensive geographic areas, provided continuous North-South or East West corridors, and provided access to significant population centers. The map identified the significant corridors and all needs that fell on those corridors were given a score of 4.67, all others were scored 0.

Needs Evaluation Criteria Description Table

<p>Continuous Bike Route</p>	<p>Identify significant bike routes that are heavily used or could be heavily used by avid cyclists and identify facility needs within those identified and routes. Score bicycle needs along those routes accordingly.</p>	<p>To provide safe and enjoyable routes for the avid cyclist. To meet needs avid and frequent uses. To promote cycling and physical activity.</p>	<p>The Continuous Bike Routes were identified by avid cyclists on the Ad Hoc Advisory Committee. This subgroup relied on their extensive knowledge and experience cycling throughout the County to identify the most significant bicycle routes currently used by bicycle groups and "serious" cyclist. All bicycle needs that fell within the identified routes were given a score of 3.92, all others were scored 0. This criterion was not applied in the evaluation and scoring of pedestrian needs.</p>
<p>High Transit Reliance Areas</p>	<p>Map 10 most utilized transit stops in Collier County. Identify needs within 1 mile of those areas and score those needs accordingly.</p>	<p>To provide facilities in areas where a large proportion of population has to walk, bike and use transit to meet basic transportation needs. Expands mobility options for user groups such as the young, elderly, and tourists who may not have a car they can use.</p>	<p>This criterion was used as a proxy for identifying areas where a high percentage of people do not own cars and must use bicycle and pedestrian facilities out of necessity. Recent car ownership per household data was not available for all of Collier County, therefore, the 10 transit stops with the heaviest ridership were used to areas that use alternative modes due to necessity. the 10 transit stops were identified on a map and buffered with a 1 mile radius. All needs which intersected these buffers were scored a 3.92, all others were given a score of 0.</p>

Criteria Ranking Results & Weighting

Name	Safety	Proximity to Activity Centers	Connectivity	Significant Corridor	Proximity to Schools	Proximity to Health & Public Facilities	Proximity to Transit	Population Density	Continuous Bike Route	High Transit Reliance (Proxy for Car ownership)	Totals
Committee Member 1	6	7	2	1	9	8	5	10	4	3	55
Committee Member 2	10	1	4	2	6	3	7	8	9	5	55
Committee Member 3	8	6	10	1	7	5	9	2	3	4	55
Committee Member 4	10	6	4	7	8	5	2	9	3	1	55
Committee Member 5	1	4	2	3	9	8	6	10	5	7	55
Committee Member 6	1	2	3	4	5	8	6	9	7	10	55
Committee Member 7	6	10	7	1	8	9	5	4	2	3	55
Committee Member 8	10	3	7	8	5	2	4	6	9	1	55
Committee Member 9	10	9	1	3	4	6	8	7	2	5	55
Committee Member 10	10	5	8	9	4	2	7	3	6	1	55
Committee Member 11	9	6	10	3	8	5	7	2	4	1	55
Committee Member 12	4	1	3	5	10	9	7	8	2	6	55
Totals Score	85	60	61	47	83	70	73	78	56	47	660
Relative Ranking (based on Total Score)	1	7	6	9	2	5	4	3	8	10	
Weight (Total Score ÷ 12)	7.08	5.00	5.08	3.92	6.92	5.83	6.08	6.50	4.67	3.92	

APPENDIX C: DETAILED NEEDS LISTS

- ⊙ Detailed Bicycle Needs Priority List
- ⊙ Detailed Pedestrian Needs Priority List

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B1	111TH AVE N	VANDERBILT DR	TAMIAMI TRL N	1.00												High	BIKE LANES, 2 SIDES	\$266,213.04	COLLIER				
B1	111TH AVE N	VANDERBILT DR	6TH ST N	0.25	0.00	6.92	6.50	0.00	0.00	5.08	5.00	0.00	0.00	0.00	23.50	High	BIKE LANES, 2 SIDES	\$67,762.31					
B1	111TH AVE N	6TH ST N	SOLIEL DR	0.12	0.00	6.92	6.50	0.00	0.00	5.08	5.00	0.00	0.00	0.00	23.50	High	BIKE LANES, 2 SIDES	\$31,487.65					
B1	111TH AVE N	SOLIEL DR	7TH ST N	0.14	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	0.00	29.33	High	BIKE LANES, 2 SIDES	\$36,104.36					
B1	111TH AVE N	7TH ST N	8TH ST N	0.25	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	0.00	29.33	High	BIKE LANES, 2 SIDES	\$67,626.16					
B1	111TH AVE N	8TH ST N	TAMIAMI TRL N	0.24	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	3.92	33.25	High	BIKE LANES, 2 SIDES	\$63,232.56					
B2	16TH AVE SW	9TH ST SW +	23RD ST SW	1.91												Low	BIKE LANES, 2 SIDES	\$509,289.90	COLLIER				
B2	16TH AVE SW	19TH ST SW	21ST ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$66,550.57					
B2	16TH AVE SW	9TH ST SW +	9TH ST SW	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$43,643.36					
B2	16TH AVE SW	9TH ST SW	11TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$66,736.70					
B2	16TH AVE SW	11TH ST SW	13TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$66,235.66					
B2	16TH AVE SW	13TH ST SW	15TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$66,623.24					
B2	16TH AVE SW	15TH ST SW	17TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$66,602.15					
B2	16TH AVE SW	17TH ST SW	19TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$66,411.83					
B2	16TH AVE SW	21ST ST SW	23RD ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$66,486.38					
B3	5TH AVE S	12TH ST S	GULFSHORE BLVD S	0.95												High	SHARE THE ROAD	TBD	NAPLES	COST TBD			
B3	5TH AVE S	12TH ST S	GOODLETTE RD S	0.01	0.00	6.92	0.00	6.08	5.83	0.00	5.00	4.67	3.92	3.92	36.34	High	SHARE THE ROAD						
B3	5TH AVE S	10TH ST S	11TH ST S	0.09	0.00	6.92	0.00	6.08	5.83	5.08	5.00	4.67	3.92	3.92	41.42	High	SHARE THE ROAD						
B3	5TH AVE S		6TH ST S	0.04	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	0.00	0.00	27.50	High	SHARE THE ROAD						
B3	5TH AVE S		E LAKE DR	0.05	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	0.00	0.00	27.50	High	SHARE THE ROAD						
B3	5TH AVE S		5TH ST S	0.06	0.00	6.92	6.50	0.00	5.83	5.08	5.00	4.67	0.00	0.00	34.00	High	SHARE THE ROAD						
B3	5TH AVE S		W LAKE DR	0.03	0.00	6.92	6.50	0.00	5.83	5.08	5.00	4.67	0.00	0.00	34.00	High	SHARE THE ROAD						
B3	5TH AVE S		4TH ST S	0.09	0.00	6.92	6.50	0.00	5.83	5.08	5.00	4.67	0.00	0.00	34.00	High	SHARE THE ROAD						
B3	5TH AVE S	11TH ST S	12TH ST S	0.06	0.00	6.92	0.00	6.08	5.83	5.08	5.00	4.67	3.92	3.92	41.42	High	SHARE THE ROAD						
B3	5TH AVE S		9TH ST S	0.09	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	0.00	3.92	31.42	High	SHARE THE ROAD						
B3	5TH AVE S	7TH ST S	8TH ST S	0.12	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	0.00	3.92	31.42	High	SHARE THE ROAD						
B3	5TH AVE S		PARK ST	0.05	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	0.00	3.92	31.42	High	SHARE THE ROAD						
B3	5TH AVE S		2ND ST S	0.09	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	0.00	0.00	27.50	High	SHARE THE ROAD						
B3	5TH AVE S	9TH ST S	10TH S S	0.09	0.00	6.92	0.00	6.08	5.83	5.08	5.00	4.67	3.92	3.92	41.42	High	SHARE THE ROAD						
B3	5TH AVE S		3RD ST S	0.09	0.00	6.92	6.50	0.00	5.83	5.08	5.00	4.67	0.00	0.00	34.00	High	SHARE THE ROAD						
B4	9TH ST N	CENTRAL AVE	HARBOUR DR	2.30												High	BIKE LANES, 2 SIDES	\$611,435.71	NAPLES				
B4	9TH ST N	6TH AVE N	7TH AVE N	0.19	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	3.92	43.25	High	BIKE LANES, 2 SIDES	\$50,421.97					
B4	9TH ST N	22ND AVE N	MOORING LINE DR	0.01	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$3,149.24					
B4	9TH ST N	FLEISCHMANN BLVD	GOLDEN GATE PKY	0.29	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$78,075.04					
B4	9TH ST N	14TH AVE N	FLEISCHMAN BLVD	0.23	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$60,538.40					
B4	9TH ST N	CENTRAL AVE	1ST AVE N	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,621.17					
B4	9TH ST N	7TH AVE N	S GOLF DR	0.06	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	3.92	43.25	High	BIKE LANES, 2 SIDES	\$16,309.33					
B4	9TH ST N	10TH AVE N	12TH AVE N	0.15	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$40,279.91					
B4	9TH ST N	12TH AVE N	14TH AVE N	0.15	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$40,385.44					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B4	9TH ST N	8TH AVE N	10TH AVE N	0.15	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	3.92	43.25	High	BIKE LANES, 2 SIDES	\$40,414.18					
B4	9TH ST N	S GOLF DR	8TH AVE N	0.01	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	3.92	43.25	High	BIKE LANES, 2 SIDES	\$3,774.70					
B4	9TH ST N	28TH AVE N	HARBOUR DR	0.05	0.00	6.92	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	22.00	High	BIKE LANES, 2 SIDES	\$14,070.71					
B4	9TH ST N	GOLDEN GATE PKY	22ND AVE N	0.17	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$45,202.08					
B4	9TH ST N	MOORING LINE DR	DIANA AVE	0.09	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$23,804.92					
B4	9TH ST N	1ST AVE N	2ND AVE N	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,155.01					
B4	9TH ST N	DIANA AVE	26TH AVE N	0.12	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	27.00	High	BIKE LANES, 2 SIDES	\$32,074.84					
B4	9TH ST N	2ND AVE N	3RD AVE N	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,097.94					
B4	9TH ST N	3RD AVE N	4TH AVE N	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,183.49					
B4	9TH ST N	4TH AVE N	5TH AVE N	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,094.68					
B4	9TH ST N	5TH AVE N	6TH AVE N	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,241.29					
B4	9TH ST N	26TH AVE N	28TH AVE N	0.16	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	27.00	High	BIKE LANES, 2 SIDES	\$41,541.39					
B5	9TH ST S	CENTRAL AVE	5TH AVE S	0.38												High	BIKE LANES, 2 SIDES	\$101,402.85	NAPLES				
B5	9TH ST S	CENTRAL AVE	1ST AVE S	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,719.58					
B5	9TH ST S	3RD AVE S	4TH AVE S	0.08	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$20,072.57					
B5	9TH ST S	1ST AVE E	3RD AVE S	0.15	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$40,376.56					
B5	9TH ST S	4TH AVE S	5TH AVENUE PKWY	0.04	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$10,284.20					
B5	9TH ST S	5TH AVENUE PKWY	5TH AVE S	0.04	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$9,949.94					
B6	ADDISON CT	W INLET DR	E INLET DR	0.14												Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$24,766.88	MARCO ISLAND			X	
B6	ADDISON CT	W INLET DR	LEO CT	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$11,784.44					
B6	ADDISON CT	LEO CT	E INLET DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,982.44					
B7	AIRPORT PULLING RD N	RADIO RD	VANDERBILT BEACH RD	6.47												High	BIKE LANES, 2 SIDES	\$1,722,171.97	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B7	AIRPORT PULLING RD N	OLD GROVES RD	VANDERBILT BEACH RD	0.23	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.75	High	BIKE LANES, 2 SIDES	\$62,118.73					
B7	AIRPORT PULLING RD N	CARLISLE CT	ORANGE BLOSSOM DR	0.14	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.25	High	BIKE LANES, 2 SIDES	\$36,240.32					
B7	AIRPORT PULLING RD N	TIMBERWOOD CIR	CLUBHOUSE DR	0.11	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	28.42	High	BIKE LANES, 2 SIDES	\$28,568.75					
B7	AIRPORT PULLING RD N	POINCIANA DR	BAILEY LN	0.16	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	28.42	High	BIKE LANES, 2 SIDES	\$41,585.69					
B7	AIRPORT PULLING RD N	LONG OAK BLVD	CARLISLE CT	0.11	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.17	High	BIKE LANES, 2 SIDES	\$28,096.78					
B7	AIRPORT PULLING RD N	J AND C BLVD	TRADE CENTER WAY	0.10	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.17	High	BIKE LANES, 2 SIDES	\$26,097.01					
B7	AIRPORT PULLING RD N	COACH HOUSE LN	PONCE DE LEON DR	0.16	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	28.42	High	BIKE LANES, 2 SIDES	\$41,519.12					
B7	AIRPORT PULLING RD N	S HORSESHOE DR	DOMESTIC AVE	0.08	0.00	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	20.83	Medium	BIKE LANES, 2 SIDES	\$20,832.95					
B7	AIRPORT PULLING RD N	LONGBOAT DR	GOLDEN GATE PKWY	0.44	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.25	High	BIKE LANES, 2 SIDES	\$116,753.80					
B7	AIRPORT PULLING RD N	N HORSESHOE DR	OUTRIGGER LN	0.09	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.33	High	BIKE LANES, 2 SIDES	\$24,630.38					
B7	AIRPORT PULLING RD N	YMCA RD	COUGAR DR	0.13	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	21.92	High	BIKE LANES, 2 SIDES	\$34,379.67					
B7	AIRPORT PULLING RD N	ARBOUR WALK CIR	BEAR CREEK DR	0.07	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.17	High	BIKE LANES, 2 SIDES	\$17,433.63					
B7	AIRPORT PULLING RD N	WILLOW PARK DR	ARBOUR WALK CIR	0.08	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.17	High	BIKE LANES, 2 SIDES	\$20,444.25					
B7	AIRPORT PULLING RD N	PINEWOODS CIR	TIMBERWOOD CIR	0.28	0.00	0.00	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	21.50	Medium	BIKE LANES, 2 SIDES	\$73,635.53					
B7	AIRPORT PULLING RD N	NAPLES TRACE CIR	IMMOKALEE RD	0.23	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	21.92	Medium	BIKE LANES, 2 SIDES	\$61,983.13					
B7	AIRPORT PULLING RD N	BEAR CREEK DR	LONE OAK BLVD	0.03	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.17	High	BIKE LANES, 2 SIDES	\$8,352.73					
B7	AIRPORT PULLING RD N	CITRUS LAKE DR	OLD GROVES RD	0.23	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.75	High	BIKE LANES, 2 SIDES	\$62,144.28					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B7	AIRPORT PULLING RD N	ORANGE BLOSSOM DR	CITRUS LAKE DR	0.30	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.25	High	BIKE LANES, 2 SIDES	\$78,952.03					
B7	AIRPORT PULLING RD N	NAPLES BLVD	COUGAR DR	0.24	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	3.92	31.67	High	BIKE LANES, 2 SIDES	\$63,916.39					
B7	AIRPORT PULLING RD N	PROSPECT AVE	EXCHANGE AVE	0.12	0.00	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	20.83	Medium	BIKE LANES, 2 SIDES	\$33,145.63					
B7	AIRPORT PULLING RD N	HAWKSRIDGE DR	PINEWOODS CIR	0.22	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	0.00	23.42	High	BIKE LANES, 2 SIDES	\$59,661.14					
B7	AIRPORT PULLING RD N	RADIO RD	PROSPECT AVE	0.25	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	3.92	31.67	High	BIKE LANES, 2 SIDES	\$66,175.00					
B7	AIRPORT PULLING RD N	GOLDEN GATE PKWY	HALSTATT DR	0.39	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.75	High	BIKE LANES, 2 SIDES	\$103,626.39					
B7	AIRPORT PULLING RD N	ENTERPRISE AVE	S HORSESHOE DR	0.05	0.00	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	20.83	Medium	BIKE LANES, 2 SIDES	\$12,354.94					
B7	AIRPORT PULLING RD N	ENTERPRISE AVE	ENTERPRISE AVE	0.01	0.00	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	20.83	Medium	BIKE LANES, 2 SIDES	\$3,482.98					
B7	AIRPORT PULLING RD N	PINE RIDGE RD	YMCA RD	0.13	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	21.92	High	BIKE LANES, 2 SIDES	\$33,295.31					
B7	AIRPORT PULLING RD N	DOMESTIC AVE	N HORSESHOE DR	0.12	0.00	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	20.83	Medium	BIKE LANES, 2 SIDES	\$32,925.84					
B7	AIRPORT PULLING RD N	COUGAR DR	J AND C BLVD	0.10	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.17	High	BIKE LANES, 2 SIDES	\$27,920.64					
B7	AIRPORT PULLING RD N	HALSTATT DR	COACH HOUSE LN	0.33	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	28.42	High	BIKE LANES, 2 SIDES	\$88,419.98					
B7	AIRPORT PULLING RD N	CLUBHOUSE DR	PINE RIDGE RD	0.57	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	28.42	High	BIKE LANES, 2 SIDES	\$152,646.24					
B7	AIRPORT PULLING RD N	CLIPPER WAY	LONGBOAT DR	0.07	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.25	High	BIKE LANES, 2 SIDES	\$18,196.33					
B7	AIRPORT PULLING RD N	MERCANTILE AVE	CLIPPER WAY	0.02	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.25	High	BIKE LANES, 2 SIDES	\$6,241.80					
B7	AIRPORT PULLING RD N	OUTRIGGER LN	MERCANTILE AVE	0.03	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.33	High	BIKE LANES, 2 SIDES	\$8,824.22					
B7	AIRPORT PULLING RD N	BAILEY LN	HAWKSRIDGE DR	0.20	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	3.92	0.00	16.92	High	BIKE LANES, 2 SIDES	\$52,013.50					
B7	AIRPORT PULLING RD N	PONCE DE LEON DR	GREY OAKS BLVD W	0.20	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	28.42	High	BIKE LANES, 2 SIDES	\$53,985.05					
B7	AIRPORT PULLING RD N	ENTERPRISE AVE	EXCHANGE AVE	0.12	0.00	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	20.83	Medium	BIKE LANES, 2 SIDES	\$31,577.27					
B7	AIRPORT PULLING RD N	HOLLYWOOD DR	NAPLES BLVD	0.12	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	3.92	25.84	High	BIKE LANES, 2 SIDES	\$31,999.52					
B7	AIRPORT PULLING RD N	COUGAR DR	HOLLYWOOD DR	0.13	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	3.92	25.84	High	BIKE LANES, 2 SIDES	\$33,888.82					
B7	AIRPORT PULLING RD N	TRADE CENTER WAY	WILLOW PARK DR	0.09	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.17	High	BIKE LANES, 2 SIDES	\$24,106.21					
B8	AIRPORT PULLING RD S	RADIO RD	TAMIAMI TRL E	1.81												High	BIKE LANES, 2 SIDES	\$480,420.45	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B8	AIRPORT PULLING RD S	SEAGRAPE AVE	POINSETTIA AVE	0.07	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	3.92	32.34	High	BIKE LANES, 2 SIDES	\$17,915.81					
B8	AIRPORT PULLING RD S	POINSETTIA AVE	HIBISCUS AVE	0.07	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	3.92	32.34	High	BIKE LANES, 2 SIDES	\$18,230.72					
B8	AIRPORT PULLING RD S	GLADES BLVD	WALKERS LN	0.05	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$14,067.11					
B8	AIRPORT PULLING RD S	STANFORD CT	STANFORD CT	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$16,646.49					
B8	AIRPORT PULLING RD S	RADIO RD	WESTVIEW DR	0.19	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	3.92	31.67	High	BIKE LANES, 2 SIDES	\$50,578.66					
B8	AIRPORT PULLING RD S	WESTVIEW DR	HAZEL DR	0.20	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	3.92	31.67	High	BIKE LANES, 2 SIDES	\$52,699.15					
B8	AIRPORT PULLING RD S	HIBISCUS AVE	ESTEY AVE	0.06	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	3.92	32.34	High	BIKE LANES, 2 SIDES	\$16,634.10					
B8	AIRPORT PULLING RD S	NORTH RD	SEAGRAPE AVE	0.07	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	3.92	32.34	High	BIKE LANES, 2 SIDES	\$17,622.95					
B8	AIRPORT PULLING RD S	WALKER LN	CALEDONIA AVE	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$16,032.17					
B8	AIRPORT PULLING RD S	CONNECTICUT AVE	LINWOOD AVE	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$16,602.17					
B8	AIRPORT PULLING RD S	CALEDONIA AVE	CALUSA AVE	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$16,731.25					
B8	AIRPORT PULLING RD S	CALUSA AVE	STANFORD CT	0.05	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$12,772.82					
B8	AIRPORT PULLING RD S	LINWOOD AVE	FRANCIS AVE	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$16,595.84					
B8	AIRPORT PULLING RD S	FRANCIS AVE	GLADES BLVD	0.01	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$3,199.55					
B8	AIRPORT PULLING RD S	DAVIS BLVD	CONNECTICUT AVE	0.10	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$25,504.75					
B8	AIRPORT PULLING RD S	HAZEL RD	NORTH RD	0.11	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	3.92	32.34	High	BIKE LANES, 2 SIDES	\$29,079.71					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B8	AIRPORT PULLING RD S	TERRACE AVE	DAVIS BLVD	0.07	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$17,591.06					
B8	AIRPORT PULLING RD S	ESTEY AVE		0.12	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$32,642.38					
B8	AIRPORT PULLING RD S		TERRACE AVE	0.06	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	3.92	38.75	High	BIKE LANES, 2 SIDES	\$16,603.76					
B8	AIRPORT PULLING RD S	STANFORD CT	ESPINAL BLVD	0.16	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$43,077.50					
B8	AIRPORT PULLING RD S	ESPINAL BLVD	TAMIAMI TRL E	0.11	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	3.92	45.25	High	BIKE LANES, 2 SIDES	\$29,592.51					
B9	AMAZON CT	N COLLIER BLVD	CASTAWAYS ST	0.06	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.33	Medium	BIKE LANES, 2 SIDES	\$15,569.00	MARCO ISLAND				
B10	BALD EAGLE DR	HEATHWOOD DR	N COLLIER BLVD	1.16												High	BIKE LANES, 2 SIDES	\$307,282.57	MARCO ISLAND				
B10	BALD EAGLE DR	BAYPORT AVE	WATERWAY DR	0.08	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	0.00	37.41	High	BIKE LANES, 2 SIDES	\$21,551.47					
B10	BALD EAGLE DR	SUNBIRD AVE	FOURWINDS AVE	0.05	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	0.00	37.41	High	BIKE LANES, 2 SIDES	\$14,470.67					
B10	BALD EAGLE DR	SAMOA AVE	SUNBIRD AVE	0.05	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	0.00	37.41	High	BIKE LANES, 2 SIDES	\$13,705.99					
B10	BALD EAGLE DR	E ELKCAM CIR	LAMBERT DR	0.08	7.08	0.00	0.00	6.08	5.83	5.00	0.00	0.00	0.00	3.92	27.91	High	BIKE LANES, 2 SIDES	\$22,543.47					
B10	BALD EAGLE DR		HARTLEY AVE	0.11	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$28,217.36					
B10	BALD EAGLE DR	GOLDENROD AVE	TALLWOOD ST	0.06	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	0.00	37.41	High	BIKE LANES, 2 SIDES	\$16,092.52					
B10	BALD EAGLE DR	WATERWAY DR	SAMOA AVE	0.13	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	0.00	37.41	High	BIKE LANES, 2 SIDES	\$34,929.47					
B10	BALD EAGLE DR	WATERWAY DR	BAYPORT AVE	0.06	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	0.00	37.41	High	BIKE LANES, 2 SIDES	\$16,619.46					
B10	BALD EAGLE DR	HEATHWOOD DR	WATERWAY DR	0.07	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	0.00	37.41	High	BIKE LANES, 2 SIDES	\$17,765.53					
B10	BALD EAGLE DR	MARCO LAKE DR	GOLDENROD AVE	0.07	7.08	6.92	0.00	6.08	5.83	5.00	0.00	0.00	0.00	0.00	30.91	High	BIKE LANES, 2 SIDES	\$19,122.40					
B10	BALD EAGLE DR	HARTLEY AVE	E ELKCAM CIR	0.13	7.08	6.92	6.50	6.08	5.83	5.00	0.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$34,839.09					
B10	BALD EAGLE DR	LAMBERT DR	N COLLIER BLVD	0.09	7.08	0.00	0.00	6.08	5.83	5.00	0.00	0.00	0.00	3.92	27.91	High	BIKE LANES, 2 SIDES	\$22,867.12					
B10	BALD EAGLE DR	FOURWINDS AVE	YELLOWBIRD ST	0.05	7.08	6.92	0.00	6.08	5.83	5.00	0.00	0.00	0.00	0.00	30.91	High	BIKE LANES, 2 SIDES	\$13,713.55					
B10	BALD EAGLE DR	YELLOWBIRD ST	MARCO LAKE DR	0.12	7.08	6.92	0.00	6.08	5.83	5.00	0.00	0.00	0.00	0.00	30.91	High	BIKE LANES, 2 SIDES	\$30,844.49					
B11	BALD EAGLE DR	N COLLIER BLVD	GIRALDA CT	0.61											17.12	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$109,080.81	MARCO ISLAND				
B11	BALD EAGLE DR		ELKHORN CT	0.07	0.00	0.00	6.50	0.00	5.83	5.00	0.00	0.00	0.00	0.00	17.33	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,420.16					
B11	BALD EAGLE DR		N BARFIELD DR	0.19	0.00	0.00	6.50	0.00	5.83	5.00	0.00	0.00	0.00	3.92	21.25	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$33,494.44					
B11	BALD EAGLE DR	CHALMER DR	WINDWARD DR	0.11	0.00	0.00	0.00	0.00	5.83	5.00	0.00	0.00	0.00	3.92	14.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$20,021.16					
B11	BALD EAGLE DR	N COLLIER BLVD	CHALMER DR	0.11	0.00	0.00	0.00	0.00	5.83	5.00	0.00	0.00	0.00	3.92	14.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$19,530.20					
B11	BALD EAGLE DR		GIRALDA CT	0.04	0.00	0.00	6.50	0.00	5.83	5.00	0.00	0.00	0.00	0.00	17.33	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$7,379.58					
B11	BALD EAGLE DR		GIRALDA CT	0.09	0.00	0.00	6.50	0.00	5.83	5.00	0.00	0.00	0.00	0.00	17.33	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$16,235.26					
B12	BANYAN BLVD	PINE CT	12TH AVE N	0.02	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.67	Medium	BIKE LANE, 1 SIDE	\$3,318.75	NAPLES				
B13	BLUEBILL AVE	BLUEBILL AVE	VANDERBILT DR	0.37	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	18.42	High	BIKE LANES, 2 SIDES	\$97,217.77	COLLIER				
B14	BONITA BEACH RD	VANDERBILT DR	KINGS KEW	1.72												Low	BIKE LANES, 2 SIDES	\$456,720.02	COLLIER				
B14	BONITA BEACH RD	VANDERBILT DR	VALLEY DR	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$80,910.67					
B14	BONITA BEACH RD	BAREFOOT BAY CT	BAREFOOT BEACH BLVD	0.11	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$28,810.40					
B14	BONITA BEACH RD	VALLEY DR	WEST AVE	0.19	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low	BIKE LANES, 2 SIDES	\$51,249.91					
B14	BONITA BEACH RD	BAREFOOT BEACH BLVD	KINGS KEW	0.27	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	BIKE LANES, 2 SIDES	\$71,939.03					
B14	BONITA BEACH RD	BAY POINT LN	BAREFOOT BAY CT	0.84	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$223,810.01					
B15	BROADWAY E	COPELAND AVE N	COLLIER AVE	0.12												Medium	BIKE LANES, 2 SIDES	\$31,194.67	EVERGLADES CITY				
B15	BROADWAY E	COPELAND AVE N	BUCKNER AVE N	0.07	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$19,519.34					
B15	BROADWAY E		COLLIER AVE	0.04	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$11,675.33					

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Bicycle Priority Needs

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B16	BROWARD ST	TAMIAMI TRL E	CAROLINA AVE	0.47												High	PAVED SHOULDER, 1 SIDE (south east)	\$32,083.28	COLLIER		Pogrammed		
B16	BROWARD ST	GEORGIA AVE	CAROLINA AVE	0.25	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	0.00	3.92	17.34	Medium	PAVED SHOULDER, 1 SIDE (south east)	\$16,659.50					
B16	BROWARD ST	FLORIDAN AVE	GEORGIA AVE	0.16	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	0.00	3.92	17.34	Medium	PAVED SHOULDER, 1 SIDE (south east)	\$10,762.93					
B16	BROWARD ST	TAMIAMI TRL E	FLORIDAN AVE	0.07	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	0.00	3.92	17.34	Medium	PAVED SHOULDER, 1 SIDE (south east)	\$4,660.85					
B17	CAMP KEAIS RD	IMMOKALEE RD	OIL WELL RD	5.68												Low	PAVED SHOULDER, 2 SIDES	\$767,897.64	COLLIER			X	
B17	CAMP KEAIS RD	PACIFIC GRADE RD	OIL WELL RD	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$202,370.80					
B17	CAMP KEAIS RD	POPE JOHN PAUL II BLVD	PACIFIC GRADE RD	1.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$209,269.04					
B17	CAMP KEAIS RD	IMMOKALEE RD	POPE JOHN PAUL II BLVD	2.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$356,257.81					
B18	CARSON RD	IMMOKALEE DR	WESTCLOX ST	1.01												High	BIKE LANES, 2 SIDES	\$268,807.08	COLLIER				
B18	CARSON RD	LAKE TRAFFORD RD	REFLECTIONS AVE	0.12	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	3.92	23.42	High	BIKE LANES, 2 SIDES	\$30,921.89					
B18	CARSON RD	EDEN AVE	DIMAR LN	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$9,122.62					
B18	CARSON RD	BRADLEY DR	CAMBRIDGE CT	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$9,044.42					
B18	CARSON RD	WILTON CT	BRADLEY DR	0.01	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$3,687.95					
B18	CARSON RD	CURRY RD	WILTON CT	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$7,079.18					
B18	CARSON RD	DIMAR LN	MAX DR	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$8,312.20					
B18	CARSON RD	REFLECTIONS WAY	REFLECTIONS WAY	0.08	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	3.92	23.42	High	BIKE LANES, 2 SIDES	\$20,662.38					
B18	CARSON RD	REFLECTIONS WAY	CURRY RD	0.06	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$16,137.62					
B18	CARSON RD	GINGER LN	WESTCLOX ST	0.05	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$12,662.00					
B18	CARSON RD	MAX DR	GINGER LN	0.01	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	13.00	Medium	BIKE LANES, 2 SIDES	\$3,386.72					
B18	CARSON RD	IMMOKALEE DR	LINCOLN BLVD	0.10	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$26,290.23					
B18	CARSON RD	LINCOLN BLVD	LAKE TRAFFORD RD	0.41	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	3.92	23.42	High	BIKE LANES, 2 SIDES	\$108,596.16					
B18	CARSON RD	CAMBRIDGE CT	EDEN AVE	0.05	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	High	BIKE LANES, 2 SIDES	\$12,903.69					
B19	CASTAWAYS ST	SATURN CT	AMAZON CT	0.22												Medium	BIKE LANES, 2 SIDES	\$58,493.79	MARCO ISLAND				
B19	CASTAWAYS ST	SEA CT	AMAZON CT	0.08	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	BIKE LANES, 2 SIDES	\$20,157.14					
B19	CASTAWAYS ST	DOVE CT	SEA CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	BIKE LANES, 2 SIDES	\$19,122.58					
B19	CASTAWAYS ST	SATURN CT	DOVE CT	0.07	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.33	Medium	BIKE LANES, 2 SIDES	\$19,214.06					
B20	CHARLOTTE ST	IMMOKALEE DR	NEW MARKET RD W	0.09												High	BIKE LANES, 2 SIDES	\$23,155.60	COLLIER				
B20	CHARLOTTE ST	JEFFERSON AVE W	NEW MARKET RD W	0.07	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$19,848.98					
B20	CHARLOTTE ST	JEFFERSON AVE W	IMMOKALEE DR	0.01	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$3,306.63					
B21	COLLIER AVE	BROADWAY E	BEGONIA ST	0.74												Medium	BIKE LANES, 2 SIDES	\$197,719.55	EVERGLADES CITY				
B21	COLLIER AVE	CAMELLIA ST E	BEGONIA ST	0.18	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$47,396.71					
B21	COLLIER AVE	DATURA ST	CAMELLIA ST	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$29,370.88					
B21	COLLIER AVE	FREESIA ST	DATURA ST	0.15	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$40,817.65					
B21	COLLIER AVE	GARDENIA ST E	FREESIA ST	0.15	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$39,649.97					
B21	COLLIER AVE	HIBISCUS ST E	GARDENIA ST	0.10	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$26,574.50					
B21	COLLIER AVE	BROADWAY E	HIBISCUS ST E	0.05	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$13,909.84					
B22	COLLIER BLVD	GOLDEN GATE PKWY	CITY GATE BLVD N	4.16												High	BIKE LANES, 2 SIDES	\$1,105,695.48	COLLIER	LRTP PROJECT EXTENDS NORTH TO GREEN BLVD		X	
B22	COLLIER BLVD	20TH PL SW	18TH AVE SW	0.32	7.08	0.00	6.50	6.08	5.83	5.08	0.00	4.67	3.92	0.00	39.16	High	BIKE LANES, 2 SIDES	\$84,476.93					
B22	COLLIER BLVD	7TH AVE SW	5TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	26.83	High	BIKE LANES, 2 SIDES	\$66,847.84					

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B22	COLLIER BLVD	18TH AVE SW	17TH AVE SW	0.14	7.08	0.00	0.00	6.08	5.83	5.08	0.00	4.67	3.92	0.00	32.66	High	BIKE LANES, 2 SIDES	\$36,524.66					
B22	COLLIER BLVD	25TH AVE SW	GOLDEN GATE PKWY	0.08	0.00	6.92	0.00	6.08	5.83	5.08	0.00	4.67	3.92	0.00	32.50	High	BIKE LANES, 2 SIDES	\$21,600.03					
B22	COLLIER BLVD	23RD AVE SW	20TH PL SW	0.33	7.08	6.92	6.50	6.08	5.83	5.08	0.00	4.67	3.92	0.00	46.08	High	BIKE LANES, 2 SIDES	\$86,968.66					
B22	COLLIER BLVD	13TH AVE SW	11TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	26.83	High	BIKE LANES, 2 SIDES	\$66,591.77					
B22	COLLIER BLVD	11TH AVE SW	PINE RIDGE RD	0.25	7.08	0.00	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	26.83	High	BIKE LANES, 2 SIDES	\$66,728.75					
B22	COLLIER BLVD	1ST AVE SW	GOLDEN GATE BLVD W	0.13	7.08	6.92	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	33.75	High	BIKE LANES, 2 SIDES	\$34,614.69					
B22	COLLIER BLVD	GREEN BLVD	15TH AVE SW	0.13	7.08	0.00	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	26.83	High	BIKE LANES, 2 SIDES	\$33,963.51					
B22	COLLIER BLVD	3RD AVE SW	5TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	26.83	High	BIKE LANES, 2 SIDES	\$66,787.81					
B22	COLLIER BLVD	PINE RIDGE RD	7TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	26.83	High	BIKE LANES, 2 SIDES	\$67,673.54					
B22	COLLIER BLVD	23RD AVE SW	GOLDEN GATE PKWY	0.14	7.08	6.92	6.50	6.08	5.83	5.08	0.00	4.67	3.92	0.00	46.08	High	BIKE LANES, 2 SIDES	\$36,495.52					
B22	COLLIER BLVD	15TH AVE SW	13TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	26.83	High	BIKE LANES, 2 SIDES	\$66,695.72					
B22	COLLIER BLVD	17TH AVE SW	GREEN BLVD	0.12	7.08	0.00	0.00	6.08	5.83	5.08	0.00	4.67	3.92	0.00	32.66	High	BIKE LANES, 2 SIDES	\$32,270.08					
B22	COLLIER BLVD	1ST AVE SW	3RD AVE SW	0.25	7.08	6.92	0.00	6.08	0.00	5.08	0.00	4.67	3.92	0.00	33.75	High	BIKE LANES, 2 SIDES	\$66,801.44					
B22	COLLIER BLVD	25TH AVE SW	CITY GATE BLVD N	1.02	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$270,654.53					
B23	COPELAND AVE S	EVERGLADES CITY LINE	SMALLWOOD DR	2.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$651,783.30	COLLIER				
B24	COPELAND AVE S	BROADWAY E	OYSTER BAR LN	1.00												Medium	BIKE LANES, 2 SIDES	\$265,703.06	EVERGLADES CITY				
B24	COPELAND AVE S	IXORA ST	JASMINE ST E	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$29,302.81					
B24	COPELAND AVE S	JASMINE ST W	KUMQUAT ST	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$29,668.11					
B24	COPELAND AVE S	KUMQUAT ST	PLANTATION PKWY	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$29,542.07					
B24	COPELAND AVE S	PLANTATION PKWY	EC AIRPARK RD	0.12	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	Medium	BIKE LANES, 2 SIDES	\$32,069.35					
B24	COPELAND AVE S	EC AIRPARK RD	OYSTER BAR LN	0.22	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	Medium	BIKE LANES, 2 SIDES	\$59,131.47					
B24	COPELAND AVE S	BROADWAY E	IXORA ST	0.05	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	12.75	Medium	BIKE LANES, 2 SIDES	\$14,160.08					
B24	COPELAND AVE S	OYSTER BAR LN	EVERGLADES CITY LINE	0.27	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	BIKE LANES, 2 SIDES	\$71,829.18					
B25	CORKSCREW RD	SR 82	CORKSCREW RD CURB	5.38												Low	PAVED SHOULDER, 2 SIDES	\$726,814.78	COLLIER				
B25	CORKSCREW RD	WHIDDEN LOOP RD	SR 82	3.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$471,964.61					
B25	CORKSCREW RD	CORKSCREW RD	WHIDDEN LOOP RD	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$103,360.83					
B25	CORKSCREW RD	CORKSCREW RD	CORKSCREW RD CURB	1.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$151,489.34					
B26	CORONADO PKWY	GOLDEN GATE PKWY	SANTA BARBARA BLVD	0.93												High	BIKE LANES, 2 SIDES	\$247,809.19	COLLIER				
B26	CORONADO PKWY	50TH TER SW	HUNTER BLVD	0.18	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	28.17	High	BIKE LANES, 2 SIDES	\$49,016.73					
B26	CORONADO PKWY	HUNTER BLVD	52ND TER SW	0.07	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	28.17	High	BIKE LANES, 2 SIDES	\$17,725.67					
B26	CORONADO PKWY	52ND TER SW	54TH TER SW	0.24	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	28.17	High	BIKE LANES, 2 SIDES	\$64,299.04					
B26	CORONADO PKWY	54TH TER SW	55TH ST SW	0.07	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$19,317.27					
B26	CORONADO PKWY	55TH ST SW	55TH TER SW	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$15,683.51					
B26	CORONADO PKWY	55TH TER SW	ALLEY	0.03	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$8,303.93					
B26	CORONADO PKWY	ALLEY	SANTA BARBARA BLVD	0.03	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$9,239.38					
B26	CORONADO PKWY	LUCERNE RD	50TH TER SW	0.14	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	28.17	High	BIKE LANES, 2 SIDES	\$38,472.96					
B26	CORONADO PKWY	GOLDEN GATE PKWY	LUCERNE RD	0.10	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	28.17	High	BIKE LANES, 2 SIDES	\$25,750.71					
B27	COUNTY BARN RD	DAVIS BLVD	WOODMERE LAKE CIR	1.08												Medium	BIKE LANES, 2 SIDES	\$286,587.96	COLLIER				
B27	COUNTY BARN RD	CREWS RD	WENDY WAY	0.13	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$34,755.84					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B27	COUNTY BARN RD	WENDY LN	WOODMERE LAKE CIR	0.03	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$8,370.66					
B27	COUNTY BARN RD	DAVIS BLVD	FLORIDA CLUB DR	0.19	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$50,233.75					
B27	COUNTY BARN RD	WOODMERE LAKE CIR	CYNTHIA WAY	0.02	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$6,220.41					
B27	COUNTY BARN RD	COPE LN	WILMAR LN	0.07	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$17,361.37					
B27	COUNTY BARN RD	WILMAR LN	CREWS RD	0.19	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$50,078.24					
B27	COUNTY BARN RD	FLORIDA CLUB DR	LEADERSHIP LN	0.09	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$24,241.63					
B27	COUNTY BARN RD	LEADERSHIP LN	COPE LN	0.36	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.83	Medium	BIKE LANES, 2 SIDES	\$95,326.07					
B28	COUNTY BARN RD	WHITAKER RD	RATTLESNAKE HAMMOCK RD	0.89												Medium	BIKE LANES, 2 SIDES	\$236,392.78	COLLIER				
B28	COUNTY BARN RD	CHARLEMAGNE BLVD	RATTLESNAKE HAMMOCK RD	0.66	0.00	0.00	6.50	0.00	5.83	5.08	0.00	0.00	0.00	0.00	17.41	Medium	BIKE LANES, 2 SIDES	\$175,556.69					
B28	COUNTY BARN RD	WHITAKER RD	CYNTHIA WAY	0.07	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	0.00	5.08	Low	BIKE LANES, 2 SIDES	\$17,506.68					
B28	COUNTY BARN RD	CYNTHIA LN	COUNTY BARN RD	0.04	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	0.00	5.08	Low	BIKE LANES, 2 SIDES	\$10,684.91					
B28	COUNTY BARN RD	COUNTY BARN RD	CHARLEMAGNE BLVD	0.12	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	0.00	5.08	Low	BIKE LANES, 2 SIDES	\$32,644.50					
B29	CR 846	IMMOKALEE BOUNDARY	STOCKADE RD	1.01	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$136,544.93	COLLIER				
B30	CR 846 E	AIRPARK BLVD	COUNTY BOUNDARY	8.64												Low	PAVED SHOULDER, 2 SIDES	\$1,167,854.60	COLLIER				
B30	CR 846 E	THORP RD	COUNTY BOUNDARY	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$72,101.27					
B30	CR 846 E	DUPREE GRADE	THOMAS FARM RD	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$137,646.01					
B30	CR 846 E	THOMAS FARM RD	THORP RD	4.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$541,936.61					
B30	CR 846 E	AIRPARK BLVD	TRADEPORT PKWY	0.21	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	11.08	Low	PAVED SHOULDER, 2 SIDES	\$28,643.97					
B30	CR 846 E	TRADEPORT PKWY	DUPREE GRADE	2.87	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	PAVED SHOULDER, 2 SIDES	\$387,526.75					
B31	CR 846 E	E MAIN ST	AIRPARK BLVD	0.43	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	BIKE LANES, 2 SIDES	\$113,862.97	COLLIER				
B32	DAVIS BLVD	TAMIAMI TRL E	AIRPORT PULLING RD S	1.00												High	BIKE LANES, 2 SIDES	\$264,802.39	COLLIER				
B32	DAVIS BLVD	TAMIAMI TRL E	COMMERCIAL DR	0.27	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	0.00	46.41	High	BIKE LANES, 2 SIDES	\$70,963.28					
B32	DAVIS BLVD	BROOKSIDE DR	AVONDALE ST	0.13	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	0.00	46.41	High	BIKE LANES, 2 SIDES	\$35,616.29					
B32	DAVIS BLVD	COMMERCIAL DR	BROOKSIDE DR	0.02	7.08	6.92	6.50	6.08	0.00	5.08	5.00	0.00	3.92	0.00	40.58	High	BIKE LANES, 2 SIDES	\$5,531.86					
B32	DAVIS BLVD	AVONDALE ST	PINE AVE	0.06	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	0.00	46.41	High	BIKE LANES, 2 SIDES	\$16,883.60					
B32	DAVIS BLVD	SHADOWLAWN DR	AIRPORT PULLING RD S	0.26	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	3.92	50.33	High	BIKE LANES, 2 SIDES	\$68,433.74					
B32	DAVIS BLVD	PINE ST	SHADOWLAWN DR	0.25	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	3.92	50.33	High	BIKE LANES, 2 SIDES	\$67,373.63					
B33	DAVIS BLVD	COUNTRYSIDE DR	COLLIER BLVD	2.73												High	BIKE LANES, 2 SIDES	\$726,049.39	COLLIER	LRTP PROJECT STARTS WEST OF COUNTRYSIDE DR AT FL CLUB CIR AND ENDS AT COLLIER BLVD	PE 2012/13 DIH \$10,000 & SU \$100,533. CST 2013/14 DIH \$42,680 & SU \$457,181. CST 2014/15 DDR \$99,468 & DIH \$9,918	X	
B33	DAVIS BLVD	CEDAR HAMMOCK BLVD	RADIO RD	0.46	7.08	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	34.08	High	BIKE LANES, 2 SIDES	\$122,959.23					
B33	DAVIS BLVD	COUNTRYSIDE DR	SANTA BARBARA BLVD	0.24	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	32.83	High	BIKE LANES, 2 SIDES	\$63,994.38					
B33	DAVIS BLVD	BEDZEL CIR	BEDZEL CIR	0.09	7.08	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	34.08	High	BIKE LANES, 2 SIDES	\$24,352.71					
B33	DAVIS BLVD	MADISON PARK BLVD	CEDAR HAMMOCK BLVD	0.53	7.08	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	34.08	High	BIKE LANES, 2 SIDES	\$140,589.88					
B33	DAVIS BLVD	WILDWOOD LAKES BLVD	MADISON PARK BLVD	0.38	7.08	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	34.08	High	BIKE LANES, 2 SIDES	\$102,138.69					
B33	DAVIS BLVD	SANTA BARBARA BLVD	WILDWOOD LAKES BLVD	0.39	7.08	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	34.08	High	BIKE LANES, 2 SIDES	\$104,011.87					
B33	DAVIS BLVD	RADIO RD	MARKET ST	0.36	7.08	6.92	6.50	6.08	0.00	5.08	5.00	0.00	3.92	0.00	40.58	High	BIKE LANES, 2 SIDES	\$96,570.01					
B33	DAVIS BLVD	MARKET ST	BEDZEL CIR	0.14	7.08	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	34.08	High	BIKE LANES, 2 SIDES	\$36,734.53					
B33	DAVIS BLVD	BEDZEL CIR	COLLIER BLVD	0.13	7.08	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	34.08	High	BIKE LANES, 2 SIDES	\$34,698.10					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B34	E MAIN ST	N 1ST ST	2ND ST	0.09	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	BIKE LANES, 2 SIDES	\$23,306.70	COLLIER				
B35	E MAIN ST	12TH ST	14TH ST	0.19												High	BIKE LANES, 2 SIDES	\$50,883.52	COLLIER				
B35	E MAIN ST	12TH ST	13TH ST	0.09	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$25,209.92					
B35	E MAIN ST	13TH ST	14TH ST	0.10	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$25,673.59					
B36	EVERGLADES BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	9.33												Low	PAVED SHOULDER, 2 SIDES	\$1,261,294.97	COLLIER		X		
B36	EVERGLADES BLVD N	52ND AVE NE	54TH AVE NE	0.26	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$34,955.63					
B36	EVERGLADES BLVD N	39TH AVE NE	41ST AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,826.49					
B36	EVERGLADES BLVD N	10TH AVE NE	12TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,810.62					
B36	EVERGLADES BLVD N	72ND AVE NE	IMMOKALEE RD	0.18	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$24,854.72					
B36	EVERGLADES BLVD N	41ST AVE NE	43RD AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,738.29					
B36	EVERGLADES BLVD N	6TH AVE NE	8TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,836.29					
B36	EVERGLADES BLVD N	12TH AVE NE	14TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,813.92					
B36	EVERGLADES BLVD N	33RD AVE NE	OIL WELL RD	0.05	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$7,262.28					
B36	EVERGLADES BLVD N	18TH AVE NE	20TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,722.71					
B36	EVERGLADES BLVD N	48TH AVE NE	50TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,857.03					
B36	EVERGLADES BLVD N	47TH AVE NE	48TH AVE NE	0.12	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$16,853.23					
B36	EVERGLADES BLVD N	2ND AVE NE	3RD AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,812.02					
B36	EVERGLADES BLVD N	54TH AVE NE	56TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$33,721.16					
B36	EVERGLADES BLVD N	45TH AVE NE	47TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,743.59					
B36	EVERGLADES BLVD N	4TH AVE NE	6TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,735.42					
B36	EVERGLADES BLVD N	RANDALL BLVD	27TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,794.56					
B36	EVERGLADES BLVD N	27TH AVE NE	29TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,799.53					
B36	EVERGLADES BLVD N	50TH AVE NE	52ND AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$33,765.47					
B36	EVERGLADES BLVD N	29TH AVE NE	31ST AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,828.23					
B36	EVERGLADES BLVD N	68TH AVE NE	70TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,750.16					
B36	EVERGLADES BLVD N	66TH AVE NE	68TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$33,902.63					
B36	EVERGLADES BLVD N	64TH AVE NE	66TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$33,687.85					
B36	EVERGLADES BLVD N	62ND AVE NE	64TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$33,858.74					
B36	EVERGLADES BLVD N	60TH AVE NE	62TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$33,734.83					
B36	EVERGLADES BLVD N	58TH AVE NE	60TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$34,011.97					
B36	EVERGLADES BLVD N	56TH AVE NE	58TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	PAVED SHOULDER, 2 SIDES	\$33,580.92					
B36	EVERGLADES BLVD N	24TH AVE NE	RANDALL BLVD	0.26	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$34,802.79					
B36	EVERGLADES BLVD N	GOLDEN GATE BLVD E	2ND AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,784.48					
B36	EVERGLADES BLVD N	22ND AVE NE	24TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,826.51					
B36	EVERGLADES BLVD N	43RD AVE NE	45TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,832.67					
B36	EVERGLADES BLVD N	16TH AVE NE	18TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,906.76					
B36	EVERGLADES BLVD N	20TH AVE NE	22ND AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,783.52					
B36	EVERGLADES BLVD N	70TH AVE NE	72ND AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,841.39					
B36	EVERGLADES BLVD N	OIL WELL RD	35TH AVE NE	0.20	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$26,413.75					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B36	EVERGLADES BLVD N	31ST AVE NE	33RD AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,719.41					
B36	EVERGLADES BLVD N	14TH AVE NE	16TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,744.94					
B36	EVERGLADES BLVD N	35TH AVE NE	37TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,757.57					
B36	EVERGLADES BLVD N	37TH AVE NE	39TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,787.89					
B36	EVERGLADES BLVD N	8TH AVE NE	10TH AVE NE	0.26	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$34,834.97					
B37	EVERGLADES BLVD S	GOLDEN GATE BLVD E	48TH AVE SE	5.61												Low	PAVED SHOULDER, 2 SIDES & 1 SIDE	\$747,761.47	COLLIER				
B37	EVERGLADES BLVD S	8TH AVE SE	10TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,792.54					
B37	EVERGLADES BLVD S	24TH AVE SE	26TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,892.25					
B37	EVERGLADES BLVD S	40TH AVE SE	42ND AVE SE	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 1 SIDE	\$10,841.70					
B37	EVERGLADES BLVD S	30TH AVE SE	32ND AVE NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,754.42					
B37	EVERGLADES BLVD S	28TH AVE SE	30TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,817.07					
B37	EVERGLADES BLVD S	22ND AVE SE	24TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,784.82					
B37	EVERGLADES BLVD S	12TH AVE SE	14TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,799.36					
B37	EVERGLADES BLVD S	34TH AVE SE	36TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,729.33					
B37	EVERGLADES BLVD S	10TH AVE SE	12TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,782.18					
B37	EVERGLADES BLVD S	18TH AVE SE	20TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,829.59					
B37	EVERGLADES BLVD S	GOLDEN GATE BLVD E	2ND AVE SE	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$34,903.51					
B37	EVERGLADES BLVD S	38TH AVE SE	40TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,638.00					
B37	EVERGLADES BLVD S	36TH AVE SE	38TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,898.62					
B37	EVERGLADES BLVD S	4TH AVE NE	6TH AVE NE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,786.62					
B37	EVERGLADES BLVD S	2ND AVE SE	4TH AVE NE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,772.28					
B37	EVERGLADES BLVD S	16TH AVE SE	18TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,783.62					
B37	EVERGLADES BLVD S	14TH AVE SE	16TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,789.77					
B37	EVERGLADES BLVD S	20TH AVE SE	22ND AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,821.91					
B37	EVERGLADES BLVD S	26TH AVE SE	28TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,736.92					
B37	EVERGLADES BLVD S	32ND AVE SE	34TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,818.37					
B37	EVERGLADES BLVD S	6TH AVE SE	8TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,826.43					
B37	EVERGLADES BLVD S	I-75	48TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,896.94					
B37	EVERGLADES BLVD S	42ND AVE SE	48TH AVE SE	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$26,065.21					
B38	GOLDEN GATE BLVD E	WILSON BLVD N	DESOTO BLVD N	5.69												Low	PAVED SHOULDER, 2 SIDES	\$769,605.52	COLLIER			X	
B38	GOLDEN GATE BLVD E	8TH ST NE	10TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,833.60					
B38	GOLDEN GATE BLVD E	6TH ST NE	8TH ST NE	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$34,947.76					
B38	GOLDEN GATE BLVD E	4TH ST NE	6TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,663.45					
B38	GOLDEN GATE BLVD E	2ND ST NE	4TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,812.82					
B38	GOLDEN GATE BLVD E	WILSON BLVD N	2ND ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,813.86					
B38	GOLDEN GATE BLVD E	12TH ST NE	14TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,823.95					
B38	GOLDEN GATE BLVD E	10TH ST NE	12TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,825.96					
B38	GOLDEN GATE BLVD E	EVERGLADES BLVD N	DESOTO BLVD N	1.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$248,124.86					
B38	GOLDEN GATE BLVD E	22ND ST NE	EVERGLADES BLVD N	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$147,589.52					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need	
B38	GOLDEN GATE BLVD E	20TH ST NE	22ND ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,777.58						
B38	GOLDEN GATE BLVD E	18TH ST NE	20TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,745.01						
B38	GOLDEN GATE BLVD E	16TH ST NE	18TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,854.63						
B38	GOLDEN GATE BLVD E	14TH ST NE	16TH ST NE	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$34,792.53						
B39	GOLDEN GATE PKWY	9TH ST N	AIRPORT PULLING RD N	2.07												High	BIKE LANES, 2 SIDES	\$549,493.69	COLLIER					
B39	GOLDEN GATE PKWY	9TH ST N	GOODLETTE-FRANK RD N	0.51	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	3.92	31.67	High	BIKE LANES, 2 SIDES	\$135,219.40						
B39	GOLDEN GATE PKWY	GOODLETTE-FRANK RD N	LUCKY LN	0.12	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	3.92	31.67	High	BIKE LANES, 2 SIDES	\$32,682.63						
B39	GOLDEN GATE PKWY	ESTUARY BLVD	AIRPORT PULLING RD N	0.50	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.75	High	BIKE LANES, 2 SIDES	\$132,701.95						
B39	GOLDEN GATE PKWY	LUCKY LN	ESTUARY BLVD	0.94	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.75	High	BIKE LANES, 2 SIDES	\$248,889.70						
B40	GOLDEN GATE PKWY	COLLIER BLVD	55TH ST SW	2.07												High	BIKE LANES, 2 SIDES	\$549,762.78	COLLIER					
B40	GOLDEN GATE PKWY	SUNSHINE BLVD	ALLEY	0.04	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	3.92	47.92	High	BIKE LANES, 2 SIDES	\$10,190.20						
B40	GOLDEN GATE PKWY	52ND TER SW	53RD TER SW	0.08	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	3.92	47.92	High	BIKE LANES, 2 SIDES	\$21,715.36						
B40	GOLDEN GATE PKWY	CORONADO PKWY	TROPICANA BLVD	0.09	0.00	6.92	0.00	6.08	5.83	5.08	5.00	4.67	3.92	3.92	41.42	High	BIKE LANES, 2 SIDES	\$23,861.97						
B40	GOLDEN GATE PKWY	50TH ST SW	52ND TER SW	0.07	0.00	6.92	0.00	6.08	5.83	5.08	5.00	4.67	3.92	3.92	41.42	High	BIKE LANES, 2 SIDES	\$17,831.19						
B40	GOLDEN GATE PKWY	53RD TER SW	53RD ST SW	0.33	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	3.92	47.92	High	BIKE LANES, 2 SIDES	\$86,618.61						
B40	GOLDEN GATE PKWY	53RD ST SW	55TH ST SW	0.15	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$38,768.78						
B40	GOLDEN GATE PKWY	ALLEY	CORONADO PKWY	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	3.92	47.92	High	BIKE LANES, 2 SIDES	\$38,240.93						
B40	GOLDEN GATE PKWY	COLLIER BLVD	ALLEY	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$29,893.58						
B40	GOLDEN GATE PKWY	ALLEY	41ST ST SW	0.03	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$8,315.41						
B40	GOLDEN GATE PKWY	41ST ST SW	42ND ST SW	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$36,878.49						
B40	GOLDEN GATE PKWY	42ND ST SW	42ND TER SW	0.06	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$15,593.15						
B40	GOLDEN GATE PKWY	42ND TER SW	43RD ST SW	0.06	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$15,561.69						
B40	GOLDEN GATE PKWY	43RD ST SW	43RD LN SW	0.12	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$32,480.65						
B40	GOLDEN GATE PKWY	43RD LN SW	44TH ST SW	0.05	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$13,676.87						
B40	GOLDEN GATE PKWY	44TH ST SW	45TH ST SW	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$36,515.06						
B40	GOLDEN GATE PKWY	45TH ST SW	CORAL PALMS LN	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	0.00	44.00	High	BIKE LANES, 2 SIDES	\$37,157.94						
B40	GOLDEN GATE PKWY	CORAL PALMS LN	SUNSHINE BLVD	0.08	0.00	6.92	6.50	6.08	5.83	5.08	5.00	4.67	3.92	3.92	47.92	High	BIKE LANES, 2 SIDES	\$21,601.36						
B40	GOLDEN GATE PKWY	TROPICANA BLVD	50TH ST SW	0.24	0.00	6.92	0.00	6.08	5.83	5.08	5.00	4.67	3.92	3.92	41.42	High	BIKE LANES, 2 SIDES	\$64,861.53						
B41	GOODLETTE-FRANK RD N	CENTRAL AVE	PINE RIDGE RD	4.38												High	BIKE LANES, 2 SIDES	\$1,164,895.10	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP				
B41	GOODLETTE-FRANK RD N	ROYAL POINCIANA DR	BURNING TREE DR	0.06	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	BIKE LANES, 2 SIDES	\$15,136.58						
B41	GOODLETTE-FRANK RD N	CREECH RD	RIDGE ST	0.15	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	18.00	Medium	BIKE LANES, 2 SIDES	\$41,186.75						
B41	GOODLETTE-FRANK RD N	5TH AVE N	7TH AVE N	0.29	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$77,345.99						
B41	GOODLETTE-FRANK RD N	NORTHGATE DR	PINE RIDGE RD	0.13	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	3.92	21.92	High	BIKE LANES, 2 SIDES	\$34,326.11						
B41	GOODLETTE-FRANK RD N	POMPEI LN	NORTHGATE DR	0.07	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	0.00	0.00	24.50	High	BIKE LANES, 2 SIDES	\$17,918.83						
B41	GOODLETTE-FRANK RD N	GOLDEN GATE PKWY	22ND AVE N	0.18	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.75	High	BIKE LANES, 2 SIDES	\$47,135.70						
B41	GOODLETTE-FRANK RD N	RIDGE ST	OHIO DR	0.28	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	0.00	0.00	24.50	High	BIKE LANES, 2 SIDES	\$74,692.24						
B41	GOODLETTE-FRANK RD N	28TH AVE N	WILDERNESS DR	0.09	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	18.00	Medium	BIKE LANES, 2 SIDES	\$22,635.66						
B41	GOODLETTE-FRANK RD N	22ND AVE N	26TH AVE N	0.23	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$60,094.25						
B41	GOODLETTE-FRANK RD N	4TH AVE N	5TH AVE N	0.07	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$18,101.41						

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	LRTP Roadway Project	Cost Also Identified as Ped Need
B41	GOODLETTE-FRANK RD N	3RD AVE N	4TH AVE N	0.13	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.83	High	BIKE LANES, 2 SIDES	\$34,802.14					
B41	GOODLETTE-FRANK RD N	MOORINGS PARK DR	MOORINGS PARK DR	0.12	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	0.00	0.00	24.50	High	BIKE LANES, 2 SIDES	\$31,173.82					
B41	GOODLETTE-FRANK RD N	13TH AVE N	14TH AVE N	0.06	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.25	High	BIKE LANES, 2 SIDES	\$17,098.06					
B41	GOODLETTE-FRANK RD N	CENTRAL AVE	3RD AVE N	0.20	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.83	High	BIKE LANES, 2 SIDES	\$52,230.80					
B41	GOODLETTE-FRANK RD N	WILDERNESS DR	CREECH RD	0.07	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	18.00	Medium	BIKE LANES, 2 SIDES	\$19,883.89					
B41	GOODLETTE-FRANK RD N	OHIO DR	ROYAL POINCIANA DR	0.51	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Medium	BIKE LANES, 2 SIDES	\$134,726.36					
B41	GOODLETTE-FRANK RD N	7TH AVE N	13TH AVE N	0.42	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.25	High	BIKE LANES, 2 SIDES	\$112,629.14					
B41	GOODLETTE-FRANK RD N	26TH AVE N	28TH AVE N	0.16	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$42,181.98					
B41	GOODLETTE-FRANK RD N	14TH AVE N	FLEISCHMANN BLVD	0.27	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.25	High	BIKE LANES, 2 SIDES	\$72,232.87					
B41	GOODLETTE-FRANK RD N	MOORINGS PARK DR	POMPEI LN	0.17	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	0.00	0.00	24.50	High	BIKE LANES, 2 SIDES	\$44,876.45					
B41	GOODLETTE-FRANK RD N	FLEISCHMANN BLVD	GOLDEN GATE PKWY	0.20	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.75	High	BIKE LANES, 2 SIDES	\$54,105.09					
B41	GOODLETTE-FRANK RD N	SOLANA RD	MOORINGS PARK DR	0.29	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$77,847.28					
B41	GOODLETTE-FRANK RD N	MOORINGS PARK DR	MOORINGS PARK DR	0.24	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	0.00	0.00	24.50	High	BIKE LANES, 2 SIDES	\$62,533.70					
B42	GOODLETTE-FRANK RD N	VANDERBILT BEACH RD	CREEKSIDE BLVD	1.59												Medium	BIKE LANE, 1 SIDE	\$211,938.95	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B42	GOODLETTE-FRANK RD N	VANDERBILT BEACH RD	PELICAN MARSH BLVD	0.75	0.00	0.00	0.00	0.00	5.83	5.08	0.00	0.00	0.00	0.00	10.91	Low	BIKE LANE, 1 SIDE	\$99,403.41					
B42	GOODLETTE-FRANK RD N	PELICAN MARSH BLVD	CREEKSIDE BLVD	0.85	0.00	0.00	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	15.91	Medium	BIKE LANE, 1 SIDE	\$112,535.54					
B43	GOODLETTE-FRANK RD N	PINE RIDGE RD	VANDERBILT BEACH RD	2.42												Medium	BIKE LANES, 2 SIDES	\$645,112.56	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B43	GOODLETTE-FRANK RD N	PINE RIDGE RD	PANTHER LN	0.25	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	3.92	21.92	Medium	BIKE LANES, 2 SIDES	\$65,359.68					
B43	GOODLETTE-FRANK RD N	ORANGE BLOSSOM DR	CALUSA BAY BLVD	0.29	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low	BIKE LANES, 2 SIDES	\$76,313.14					
B43	GOODLETTE-FRANK RD N	RED OAK BLVD	ORANGE BLOSSOM DR	0.52	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	18.42	Medium	BIKE LANES, 2 SIDES	\$138,466.46					
B43	GOODLETTE-FRANK RD N	PANTHER LN	CENTER ST	0.54	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.92	Medium	BIKE LANES, 2 SIDES	\$142,950.92					
B43	GOODLETTE-FRANK RD N	CENTER ST	RED OAK BLVD	0.23	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	18.42	Medium	BIKE LANES, 2 SIDES	\$62,207.52					
B43	GOODLETTE-FRANK RD N	CARICA RD	VANDERBILT BEACH RD	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$37,282.06					
B43	GOODLETTE-FRANK RD N	LEMURIA CIR	CARICA RD	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$56,913.35					
B43	GOODLETTE-FRANK RD N	CALUSA BAY BLVD	LEMURIA CIR	0.25	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low	BIKE LANES, 2 SIDES	\$65,619.42					
B44	GOODLETTE-FRANK RD S	CENTRAL AVE	5TH AVE S	0.38												High	BIKE LANES, 2 SIDES	\$101,707.96	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B44	GOODLETTE-FRANK RD S	CENTRAL AVE	1ST AVE S	0.07	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.83	High	BIKE LANES, 2 SIDES	\$17,701.30					
B44	GOODLETTE-FRANK RD S	1ST AVE S	BAYFRONT PL	0.15	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$39,649.10					
B44	GOODLETTE-FRANK RD S	BAYFRONT PL	5TH AVE S	0.17	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$44,357.56					
B45	GRAND LELY DR	RATTLESNAKE HAMMOCK RD	COLLIER BLVD	2.12											10.51	Low	SHARE THE ROAD	TBD	COLLIER	COST TBD			
B45	GRAND LELY DR	CLASSICS DR	COLLIER BLVD	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	SHARE THE ROAD						
B45	GRAND LELY DR	SARATOGA BLVD	CLASSICS DR	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	SHARE THE ROAD						
B45	GRAND LELY DR	LELY CULTURAL PKWY	SUSSEX CT	0.22	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	SHARE THE ROAD						
B45	GRAND LELY DR	RATTLESNAKE HAMMOCK RD	MOORGATE POINT LN	0.40	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	SHARE THE ROAD						
B45	GRAND LELY DR	MOORGATE POINT LN	LELY CULTURAL PKWY	0.18	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	SHARE THE ROAD						
B45	GRAND LELY DR	PLAYERS COVE DR	SARATOGA BLVD	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	SHARE THE ROAD						
B45	GRAND LELY DR	SUSSEX CT	ASHTON RD	0.15	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	SHARE THE ROAD						
B45	GRAND LELY DR	ASHTON RD	LELY RESORT BLVD	0.45	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	SHARE THE ROAD						
B45	GRAND LELY DR	LELY RESORT BLVD	PLAYERS COVE DR	0.28	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	SHARE THE ROAD						

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	LRTP Roadway Project	Cost Also Identified as Ped Need
B46	GREEN BLVD	SUNSHINE BLVD	LOGAN BLVD S	1.04												High	BIKE LANES, 2 SIDES	\$277,812.49	COLLIER		X		
B46	GREEN BLVD	SUNSHINE BLVD	WHISTLERS GREEN CIR	0.18	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	3.92	33.50	High	BIKE LANES, 2 SIDES	\$48,080.60					
B46	GREEN BLVD	WHISTLERS GREEN CIR	HEMINGWAY LN	0.43	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	3.92	33.50	High	BIKE LANES, 2 SIDES	\$114,398.32					
B46	GREEN BLVD	HEMINGWAY LN	LAUREL RIDGE LN	0.26	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$69,177.81					
B46	GREEN BLVD	LOGAN CT	LAUREL RIDGE LN	0.05	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$12,721.22					
B46	GREEN BLVD	LAUREL RIDGE LN	LOGAN BLVD S	0.06	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$16,416.31					
B46	GREEN BLVD	LAUREL RIDGE LN	LOGAN CT	0.06	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$17,018.23					
B47	GREENBRIER ST	SAN MARCO RD	SATURN CT	0.36												Medium	BIKE LANES, 2 SIDES	\$95,591.05	MARCO ISLAND				
B47	GREENBRIER ST	MANOR TER	WINTERGREEN CT	0.07	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Medium	BIKE LANES, 2 SIDES	\$19,074.36					
B47	GREENBRIER ST	WINTERGREEN CT	DANDELION CT	0.07	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.33	Medium	BIKE LANES, 2 SIDES	\$19,461.95					
B47	GREENBRIER ST	SAN MARCO RD	MANOR TER	0.14	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.33	Medium	BIKE LANES, 2 SIDES	\$38,156.65					
B47	GREENBRIER ST	DANDELION CT	SATURN CT	0.07	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.33	Medium	BIKE LANES, 2 SIDES	\$18,898.09					
B48	GULF SHORE BLVD S	4TH AVE	6TH AVE S	0.15												Medium	BIKE LANES, 2 SIDES	\$40,275.28	NAPLES				
B48	GULF SHORE BLVD S	5TH AVE S	6TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.42	Medium	BIKE LANES, 2 SIDES	\$20,122.86					
B48	GULF SHORE BLVD S	4TH AVE	5TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.42	Medium	BIKE LANES, 2 SIDES	\$20,152.42					
B49	HEATHWOOD DR	SAN MARCO RD	BALD EAGLE DR	0.18	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	37.41	High	12' SUP	\$57,475.98	MARCO ISLAND			X	
B50	HERNANDO DR	"BEACH"	TIGERTAIL CT	0.55												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$96,862.34	MARCO ISLAND	PROGRAMMED		X	
B50	HERNANDO DR	SNELL CT	KENDALL DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$13,179.84					
B50	HERNANDO DR	SPINNAKER DR	TAYLOR CT	0.09	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$15,653.57					
B50	HERNANDO DR	LEWIS CT	TIGERTAIL CT	0.13	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$22,506.95					
B50	HERNANDO DR	KENDALL DR	LEWIS CT	0.13	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$23,065.02					
B50	HERNANDO DR	TAYLOR CT	SNELL CT	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,664.32					
B50	HERNANDO DR	BEACH'	SPINNAKER DR	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$9,792.64					
B51	IMMOKALEE DR	CARSON RD	N 15TH ST	2.01												High	BIKE LANES, 2 SIDES	\$535,134.73	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B51	IMMOKALEE DR	CHARLOTTE ST	ADAMS AVE W	0.08	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$22,193.11					
B51	IMMOKALEE DR	ADAMS AVE W	DADE ST	0.10	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$27,879.06					
B51	IMMOKALEE DR	DADE ST	ESCAMBIA ST	0.16	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$41,886.88					
B51	IMMOKALEE DR	ESCAMBIA ST	N 9TH ST	0.15	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$41,119.04					
B51	IMMOKALEE DR	N 9TH ST	CLIFTON ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$16,773.17					
B51	IMMOKALEE DR	CLIFTON ST	N 10TH ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$16,751.30					
B51	IMMOKALEE DR	10TH ST N	HABITAT CT	0.05	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$13,643.24					
B51	IMMOKALEE DR	HABITAT CT	N 11TH ST	0.07	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$19,295.56					
B51	IMMOKALEE DR	N 11TH ST	GLADIOLA ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$15,795.55					
B51	IMMOKALEE DR	GADIOLA ST	POINSETTIA ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$15,880.56					
B51	IMMOKALEE DR	POINSETTIA ST	N 15TH ST	0.13	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.25	High	BIKE LANES, 2 SIDES	\$34,843.97					
B51	IMMOKALEE DR	N 15TH ST	N 16TH ST	0.09	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	High	BIKE LANES, 2 SIDES	\$24,446.47					
B51	IMMOKALEE DR	N 16TH ST	MCBLACK ST	0.03	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	High	BIKE LANES, 2 SIDES	\$8,645.04					
B51	IMMOKALEE DR	MCBLACK ST	N 17TH ST	0.05	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	High	BIKE LANES, 2 SIDES	\$12,294.84					
B51	IMMOKALEE DR	N 17TH ST	N 18TH ST	0.08	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	Medium	BIKE LANES, 2 SIDES	\$21,204.88					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	LRTP Roadway Project	Cost Also Identified as Ped Need
B51	IMMOKALEE DR	N 18TH ST	N 19TH ST	0.12	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	Medium	BIKE LANES, 2 SIDES	\$33,157.54					
B51	IMMOKALEE DR	N 19TH ST	WELLS ST	0.09	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	3.92	23.17	High	BIKE LANES, 2 SIDES	\$25,108.45					
B51	IMMOKALEE DR	WELLS ST	DILSA LN	0.06	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	3.92	23.17	High	BIKE LANES, 2 SIDES	\$14,942.74					
B51	IMMOKALEE DR	DILSA LN	EL PASO TRL	0.26	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	3.92	23.17	High	BIKE LANES, 2 SIDES	\$68,278.28					
B51	IMMOKALEE DR	TAYLOR ST	EL PASO TRL	0.03	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	Medium	BIKE LANES, 2 SIDES	\$8,592.31					
B51	IMMOKALEE DR	EL PASO TRL	IMMOKALEE DR	0.06	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	Medium	BIKE LANES, 2 SIDES	\$16,245.25					
B51	IMMOKALEE DR	IMMOKALEE DR	CARSON RD	0.04	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.42	Medium	BIKE LANES, 2 SIDES	\$10,924.95					
B51	IMMOKALEE DR	EL PASO TRL	TAYLOR ST	0.09	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.25	Medium	BIKE LANES, 2 SIDES	\$25,232.56					
B52	IMMOKALEE RD	TAMIAMI TRL N	REMINGTON WAY	0.55												High	BIKE LANES, 2 SIDES	\$146,041.51	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B52	IMMOKALEE RD	TAMIAMI TRL N	COMMONS PL	0.13	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$33,723.58					
B52	IMMOKALEE RD	COMMONS PL	RIVERCHASE BLVD	0.11	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	3.92	36.75	High	BIKE LANES, 2 SIDES	\$30,242.90					
B52	IMMOKALEE RD	RIVERCHASE BLVD	COLLIERS RESERVE DR	0.14	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	32.83	High	BIKE LANES, 2 SIDES	\$37,419.41					
B52	IMMOKALEE RD	COLLIERS RESERVE DR	REMINGTON WAY	0.17	0.00	6.92	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	32.83	High	BIKE LANES, 2 SIDES	\$44,655.63					
B53	IMMOKALEE RD	39TH AVE NE	PLATT RD	3.58												Low	PAVED SHOULDER, 1 SIDE & S SIDES	\$450,532.68	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B53	IMMOKALEE RD	39TH AVE NE	41ST AVE NE	0.25	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	13.00	Medium	PAVED SHOULDER, 1 SIDE	\$16,924.97					
B53	IMMOKALEE RD	47TH AVE NE	47TH AVE NE	0.14	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$18,545.02					
B53	IMMOKALEE RD	45TH AVE NE	47TH AVE NE	0.12	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$16,334.90					
B53	IMMOKALEE RD	47TH AVE NE	WILD TURKEY DR	2.32	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$313,887.03					
B53	IMMOKALEE RD	WILD TURKEY DR	PLATT RD	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$34,168.02					
B53	IMMOKALEE RD	SHADY HOLLOW BLVD E	45TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,706.63					
B53	IMMOKALEE RD	41ST AVE NE	SHADY HOLLOW BLVD E	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 1 SIDE	\$16,966.12					
B54	IMMOKALEE RD	CORKSCREW LN	Point on Immokalee Rd	8.83												Low	PAVED SHOULDER, 2 SIDES	\$1,194,134.28	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B54	IMMOKALEE RD	LILAC LN	FRIENDSHIP LN	0.50	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$68,237.82					
B54	IMMOKALEE RD	OIL WELL GRADE RD	Point on Immokalee Rd	4.74	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$640,808.74					
B54	IMMOKALEE RD	40TH ST NE	OIL WELL GRADE RD	0.45	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$60,946.01					
B54	IMMOKALEE RD	EVERGLADES BLVD N	40TH ST NE	1.08	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$146,079.29					
B54	IMMOKALEE RD	CORKSCREW LN	LIMPKIN RD	0.41	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$55,287.21					
B54	IMMOKALEE RD	LIMPKIN RD	LILAC LN	0.10	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$12,931.41					
B54	IMMOKALEE RD	REDHAWK LN	EVERGLADES BLVD N	1.05	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$142,197.77					
B54	IMMOKALEE RD	FRIENDSHIP LN	BIG ISLAND RANCH RD	0.44	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$59,461.53					
B54	IMMOKALEE RD	BIG ISLAND RANCH RD	REDHAWK LN	0.06	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$8,184.50					
B55	IMMOKALEE RD	CREEKSIDE TRL	ROSE BLVD	5.71												Medium	BIKE LANES, 1 SIDE & 2 SIDES	\$1,290,376.65	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B55	IMMOKALEE RD	IBIS COVE CIR	NURSERY LN	0.07	0.00	6.92	6.50	0.00	0.00	5.08	0.00	0.00	3.92	0.00	22.42	Medium	BIKE LANE, 1 SIDE	\$8,912.59					
B55	IMMOKALEE RD	PRESERVE CIR	IBIS COVE CIR	0.13	0.00	6.92	6.50	0.00	0.00	5.08	0.00	0.00	3.92	0.00	22.42	Medium	BIKE LANE, 1 SIDE	\$16,712.92					
B55	IMMOKALEE RD	SHARK WAY	PRESERVE CIR	0.11	0.00	6.92	0.00	0.00	0.00	5.08	0.00	0.00	3.92	0.00	15.92	Medium	BIKE LANE, 1 SIDE	\$14,962.85					
B55	IMMOKALEE RD	PRESERVE LN	SHARK WAY	0.17	0.00	6.92	0.00	0.00	0.00	5.08	0.00	0.00	3.92	0.00	15.92	Medium	BIKE LANE, 1 SIDE	\$22,951.25					
B55	IMMOKALEE RD	THE LN	ASTON DR	0.12	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	3.92	0.00	20.50	Medium	BIKE LANES, 2 SIDES	\$33,252.36					
B55	IMMOKALEE RD	REGENT CIR	THE LN	0.13	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANES, 2 SIDES	\$34,753.24					
B55	IMMOKALEE RD	EUCLID AVE	REGENT CIR	0.13	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANES, 2 SIDES	\$34,028.21					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B55	IMMOKALEE RD	WINTERVIEW DR	EUCLID AVE	0.06	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANES, 2 SIDES	\$16,512.21					
B55	IMMOKALEE RD	AIRPORT PULLING RD N	WINTERVIEW DR	0.31	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANES, 2 SIDES	\$82,521.20					
B55	IMMOKALEE RD	CYPRESS WAY E	AIRPORT PULLING RD N	0.09	0.00	0.00	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	20.08	Medium	BIKE LANES, 2 SIDES	\$24,317.39					
B55	IMMOKALEE RD	BENT TREE LN	CYPRESS WAY W	0.29	0.00	0.00	0.00	0.00	5.83	5.08	5.00	0.00	3.92	0.00	19.83	Medium	BIKE LANES, 2 SIDES	\$76,372.65					
B55	IMMOKALEE RD	CREEKSIDE TRL	CREEKSIDE ST	0.08	0.00	0.00	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	25.91	High	BIKE LANES, 2 SIDES	\$22,259.32					
B55	IMMOKALEE RD	PARNU ST	BENT TREE LN	0.16	0.00	0.00	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	25.91	High	BIKE LANES, 2 SIDES	\$42,525.59					
B55	IMMOKALEE RD	VETERANS PARK DR	PARNU ST	0.23	0.00	0.00	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	25.91	High	BIKE LANES, 2 SIDES	\$59,930.70					
B55	IMMOKALEE RD	MEDICAL BLVD	VETERANS PARK DR	0.18	0.00	0.00	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	25.91	High	BIKE LANES, 2 SIDES	\$48,959.96					
B55	IMMOKALEE RD	RAMP	RAMP	0.05	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANES, 2 SIDES	\$11,979.27					
B55	IMMOKALEE RD	JULIET BLVD	RAMP	0.18	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANES, 2 SIDES	\$47,850.51					
B55	IMMOKALEE RD	VENICE DR	OLDE CYPRESS BLVD	0.58	0.00	6.92	0.00	0.00	0.00	5.08	0.00	0.00	3.92	0.00	15.92	Medium	BIKE LANES, 2 SIDES	\$153,482.87					
B55	IMMOKALEE RD	VALEWOOD DR	EXECUTIVE DR	0.19	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANE, 1 SIDE	\$25,303.64					
B55	IMMOKALEE RD	RAMP	RAMP	0.21	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	14.00	Medium	BIKE LANES, 2 SIDES	\$56,739.05					
B55	IMMOKALEE RD	CREEKSIDE ST	GOODLETTE FRANK RD N	0.10	0.00	0.00	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	25.91	Medium	BIKE LANES, 2 SIDES	\$26,035.05					
B55	IMMOKALEE RD	OLDE CYPRESS BLVD	JOHN MICHAEL RD	0.20	0.00	6.92	0.00	0.00	0.00	5.08	0.00	0.00	3.92	0.00	15.92	Medium	BIKE LANE, 1 SIDE	\$26,902.27					
B55	IMMOKALEE RD	JOHN MICHAEL RD	SANTURNIA GRANDE DR	0.11	0.00	6.92	6.50	0.00	0.00	5.08	0.00	0.00	3.92	0.00	22.42	Medium	BIKE LANE, 1 SIDE	\$14,256.10					
B55	IMMOKALEE RD	OAKES BLVD	VALEWOOD DR	0.12	7.08	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	21.08	Medium	BIKE LANE, 1 SIDE	\$16,474.53					
B55	IMMOKALEE RD	SANTURNIA GRANDE DR	HERITAGE GREENS DR	0.25	0.00	6.92	6.50	0.00	0.00	5.08	0.00	0.00	3.92	0.00	22.42	Medium	BIKE LANE, 1 SIDE	\$33,796.68					
B55	IMMOKALEE RD	HERITAGE GREENS DR	PRESERVE LN	0.10	0.00	6.92	0.00	0.00	0.00	5.08	0.00	0.00	3.92	0.00	15.92	Medium	BIKE LANE, 1 SIDE	\$12,766.37					
B55	IMMOKALEE RD	NURSERY LN	ROSE BLVD	0.09	0.00	6.92	6.50	0.00	0.00	5.08	5.00	0.00	3.92	0.00	27.42	High	BIKE LANE, 1 SIDE	\$12,431.25					
B55	IMMOKALEE RD	LIVINGSTON RD N	WINDSONG CIR	0.07	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	3.92	0.00	20.50	Medium	BIKE LANES, 2 SIDES	\$19,950.35					
B55	IMMOKALEE RD	ASTON DR	LIVINGSTON RD N	0.23	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	3.92	0.00	20.50	Medium	BIKE LANES, 2 SIDES	\$60,403.17					
B55	IMMOKALEE RD	NORTHBROOKE DR	OAKES BLVD	0.17	7.08	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	21.08	Medium	BIKE LANE, 1 SIDE	\$22,084.12					
B55	IMMOKALEE RD	WINDSONG CIR	SANDRA BAY DR	0.06	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	3.92	0.00	20.50	Medium	BIKE LANES, 2 SIDES	\$15,987.05					
B55	IMMOKALEE RD	SANDRA BAY DR	STRAND BLVD	0.25	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	3.92	0.00	20.50	Medium	BIKE LANES, 2 SIDES	\$66,970.31					
B55	IMMOKALEE RD	HEALTH PARK BLVD	MEDICAL BLVD	0.29	0.00	0.00	0.00	6.08	5.83	5.08	5.00	0.00	3.92	0.00	25.91	High	BIKE LANES, 2 SIDES	\$78,412.98					
B55	IMMOKALEE RD	RAMP	NORTHBROOKE DR	0.19	7.08	0.00	0.00	0.00	0.00	5.08	5.00	0.00	3.92	0.00	21.08	Medium	BIKE LANES, 2 SIDES	\$49,578.64					
B56	IMMOKALEE RD	PEBBLEBROOKE DR	TO POINT EAST OF 951	0.36	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	3.92	0.00	22.34	Medium	BIKE LANES, 2 SIDES & 12' SUP	\$118,359.01	COLLIER	CONSTRAINED ROADWAY, WIDE SIDEWALK/SUP MAY SUFFICE.			
B57	INLET DR	S BARFIELD DR	TRAVIDA TER	0.56												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$100,069.50	MARCO ISLAND	PROGRAMMED		X	
B57	INLET DR	DADE CT	TRAVIDA TER	0.27	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$47,529.69					
B57	INLET DR	APRIL CT	DADE CT	0.08	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$13,854.96					
B57	INLET DR	OLD CT	W INLET DR	0.12	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$20,777.54					
B57	INLET DR	S BARFIELD DR	APRIL CT	0.10	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$17,907.32					
B58	LAKE TRAFFORD RD	TIPPINS TER	N 15TH ST	2.90												High	BIKE LANES, 1 SIDE & 2 SIDES	\$644,052.70	COLLIER				
B58	LAKE TRAFFORD RD	LAUREL ST	PINE ST	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$16,298.99					
B58	LAKE TRAFFORD RD	PINE ST	N 18TH ST	0.08	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$22,558.56					
B58	LAKE TRAFFORD RD	N 18TH ST	HICKOCK LN	0.02	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$5,429.90					
B58	LAKE TRAFFORD RD	HICKOCK LN	N 19TH ST	0.10	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$25,947.56					
B58	LAKE TRAFFORD RD	KRYSTAL LN	BRYANT ST	0.03	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$7,536.36					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B58	LAKE TRAFFORD RD	BRYANT ST	RINGO LN	0.03	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$7,325.27					
B58	LAKE TRAFFORD RD	WARDEN LN	GARDEN LAKE CIR	0.04	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$10,824.16					
B58	LAKE TRAFFORD RD	GARDEN LAKE CIR	MAJORIE ST	0.02	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$5,024.70					
B58	LAKE TRAFFORD RD	MAJORIE ST	GARDEN LAKE CIR	0.02	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$5,928.58					
B58	LAKE TRAFFORD RD	GARDEN LAKE CIR	PALM DR	0.04	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$10,836.61					
B58	LAKE TRAFFORD RD	PALM DR	FRIENDSHIP DR	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$15,540.39					
B58	LAKE TRAFFORD RD	FRIENDSHIP DR	SUMMER GLEN BLVD	0.07	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$19,737.13					
B58	LAKE TRAFFORD RD	N 29TH ST	CARSON RD	0.03	7.08	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	3.92	30.50	High	BIKE LANES, 2 SIDES	\$8,030.23					
B58	LAKE TRAFFORD RD	SUMMER GLEN BLVD	HARVEST DR	0.07	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$17,373.42					
B58	LAKE TRAFFORD RD	RAULERSON RD	MIRAHAM TER	0.06	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	3.92	27.00	High	BIKE LANE, 1 SIDE	\$7,839.20					
B58	LAKE TRAFFORD RD	MIRAHAM TER	CHRISTIAN TER	0.07	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	3.92	27.00	High	BIKE LANE, 1 SIDE	\$9,162.96					
B58	LAKE TRAFFORD RD	CHRISTIAN TER	HALL RD	0.24	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	0.00	23.08	High	BIKE LANE, 1 SIDE	\$32,567.85					
B58	LAKE TRAFFORD RD	HALL RD	TAYLOR TER	0.04	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANE, 1 SIDE	\$5,590.98					
B58	LAKE TRAFFORD RD	TAYLOR TER	TRAFFORD FARM RD	0.09	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANE, 1 SIDE	\$11,714.19					
B58	LAKE TRAFFORD RD	TRAFFORD FARM RD	TIPPINS TER	0.13	0.00	6.92	6.50	0.00	0.00	5.08	5.00	0.00	0.00	0.00	23.50	High	BIKE LANE, 1 SIDE	\$16,791.46					
B58	LAKE TRAFFORD RD	TIPPINS TER	PEPPER RD	0.20	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	0.00	0.00	16.58	Medium	BIKE LANE, 1 SIDE	\$27,018.85					
B58	LAKE TRAFFORD RD	N 15TH ST	LAUREL ST	0.10	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$27,790.02					
B58	LAKE TRAFFORD RD	N 19TH ST	TITUS LN	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$16,248.96					
B58	LAKE TRAFFORD RD	CARSON RD	CURRY RD	0.50	7.08	6.92	6.50	6.08	0.00	5.08	0.00	0.00	0.00	3.92	35.58	High	BIKE LANES, 2 SIDES	\$133,808.29					
B58	LAKE TRAFFORD RD	HARVEST DR	N 29TH ST	0.06	7.08	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	3.92	30.50	High	BIKE LANES, 2 SIDES	\$15,159.69					
B58	LAKE TRAFFORD RD	RINGO LN	WARDEN LN	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$16,662.94					
B58	LAKE TRAFFORD RD	TITUS LN	KRYSTAL LN	0.05	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	36.33	High	BIKE LANES, 2 SIDES	\$12,781.45					
B58	LAKE TRAFFORD RD	LITTLE LEAGUE RD	RAULERSON RD	0.12	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	3.92	27.00	High	BIKE LANE, 1 SIDE	\$15,976.41					
B58	LAKE TRAFFORD RD	LIBERTY WAY	LITTLE LEAGUE RD	0.23	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	3.92	33.50	High	BIKE LANES, 2 SIDES	\$61,976.48					
B58	LAKE TRAFFORD RD	LINCOLN BLVD	LIBERTY WAY	0.13	7.08	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	3.92	40.58	High	BIKE LANES, 2 SIDES	\$34,371.74					
B58	LAKE TRAFFORD RD	CURRY RD	LINCOLN BLVD	0.08	7.08	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	3.92	40.58	High	BIKE LANES, 2 SIDES	\$20,199.38					
B59	LAKE TRAFFORD RD	PEPPER RD	"LAKE"	0.34	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	0.00	0.00	10.08	Low	BIKE LANES, 2 SIDES	\$90,196.53	COLLIER				
B60	LANDMARK ST	WINTERBERRY DR	SAN MARCO RD	1.09												High	BIKE LANES, 2 SIDES	\$290,608.73	MARCO ISLAND	CST 2015/16 LFP \$464,528 & SU \$260,273			
B60	LANDMARK ST	TULIP CT	PLUM CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.67	Medium	BIKE LANES, 2 SIDES	\$19,192.75					
B60	LANDMARK ST			0.05	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$13,677.06					
B60	LANDMARK ST	N FLAMINGO CIR	TULIP CT	0.12	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.67	Medium	BIKE LANES, 2 SIDES	\$30,804.43					
B60	LANDMARK ST	SPRUCE AVE	FIELDSTONE DR	0.08	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$21,899.88					
B60	LANDMARK ST	LOYALTY AVE	BIRCH CT	0.04	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$10,000.73					
B60	LANDMARK ST	BIRCH CT	S FLAMINGO CIR	0.02	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$4,190.95					
B60	LANDMARK ST	S FLAMINGO CIR	IRONWOOD CT	0.06	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$15,222.16					
B60	LANDMARK ST	MAPLE AVE	ARAWAK AVE	0.05	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$13,972.56					
B60	LANDMARK ST	ARAWAK AVE	ABACO CT	0.02	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$5,087.31					
B60	LANDMARK ST	ABACO CT	LOYALTY AVE	0.03	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$9,096.19					
B60	LANDMARK ST	DOLPHIN CT	DAISY CT	0.02	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$5,040.56					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B60	LANDMARK ST	DAISY CT	SYCAMORE CT	0.03	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$9,011.40					
B60	LANDMARK ST	SYCAMORE CT	ASTER CT	0.04	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$10,212.67					
B60	LANDMARK ST	ASTER CT	MONTEGO CT	0.02	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$4,034.39					
B60	LANDMARK ST	FIELDSTONE DR	JAVA CT	0.05	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$13,944.49					
B60	LANDMARK ST		JAVA CT	0.05	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$13,986.26					
B60	LANDMARK ST	WINTERBERRY DR	LIDO CT	0.07	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.25	Medium	BIKE LANES, 2 SIDES	\$19,222.76					
B60	LANDMARK ST	SAN MARCO RD	N FLAMINGO CIR	0.09	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	BIKE LANES, 2 SIDES	\$23,916.13					
B60	LANDMARK ST	PLUM CT	MAPLE AVE	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$19,077.64					
B60	LANDMARK ST	MONTEGO CT	SPRUCE AVE	0.06	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$15,160.38					
B60	LANDMARK ST	IRONWOOD CT	DOLPHIN CT	0.05	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$13,858.05					
B61	LELY RESORT BLVD	GRAND LELY DR	TAMIAMI TR E	1.65											14.98	Medium	SHARE THE ROAD	TBD	COLLIER	COST TBD			
B61	LELY RESORT BLVD	CHANDRA DR	LELY ISLAND BLVD	0.11	0.00	6.92	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.59	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	WILDFLOWER WAY	FALCONS GLEN BLVD	0.47	0.00	6.92	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.59	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	FALCONS GLEN BLVD	INDIAN WELLS WAY	0.12	0.00	6.92	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.59	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	GRAND LELY DR	MAHOGANY RUN LN	0.20	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	LELY ISLAND BLVD	MUSTANG DR	0.12	0.00	6.92	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.59	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	MUSTANG DR	MYSTIC GREENS WAY	0.08	0.00	6.92	0.00	0.00	0.00	0.00	5.00	4.67	0.00	0.00	16.59	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	MYSTIC GREENS WAY	MICHAEL CIR	0.05	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	3.92	27.01	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	MICHAEL CIR	MICHAEL CIR	0.07	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	3.92	27.01	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	MICHAEL CIR	TAMIAMI TR E	0.29	0.00	0.00	6.50	0.00	0.00	0.00	5.00	4.67	0.00	3.92	20.09	Medium	SHARE THE ROAD						
B61	LELY RESORT BLVD	MAHOGANY RUN LN	WILDFLOWER WAY	0.16	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Medium	SHARE THE ROAD						
B62	LIVINGSTON RD S	PINE RIDGE RD	RADIO RD	4.00												Medium	BIKE LANE, 1 SIDE	\$532,577.88	COLLIER				
B62	LIVINGSTON RD S	PINE RIDGE RD	BRYNWOOD PRESERVE LN	0.35	0.00	6.92	6.50	0.00	0.00	5.08	0.00	4.67	3.92	0.00	27.09	High	BIKE LANE, 1 SIDE	\$46,320.49					
B62	LIVINGSTON RD S	RADIO RD	PROGRESS AVE	0.75	0.00	6.92	0.00	0.00	0.00	5.08	5.00	4.67	3.92	3.92	29.51	High	BIKE LANE, 1 SIDE	\$100,240.02					
B62	LIVINGSTON RD S	PROGRESS AVE	GOLDEN GATE PKWY	0.66	0.00	0.00	0.00	0.00	0.00	5.08	5.00	4.67	3.92	0.00	18.67	Medium	BIKE LANE, 1 SIDE	\$87,630.11					
B62	LIVINGSTON RD S	BISCAYNE CT	EATONWOOD LN	0.26	0.00	6.92	6.50	0.00	0.00	5.08	0.00	4.67	3.92	0.00	27.09	High	BIKE LANE, 1 SIDE	\$34,761.15					
B62	LIVINGSTON RD S	WYNDEMERE WAY	WHIPPOORWILL WAY	0.62	0.00	0.00	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	13.67	Medium	BIKE LANE, 1 SIDE	\$82,000.65					
B62	LIVINGSTON RD S	WHIPPOORWILL WAY	BISCAYNE CT	0.22	0.00	0.00	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	13.67	Medium	BIKE LANE, 1 SIDE	\$28,915.78					
B62	LIVINGSTON RD S	EATONWOOD LN	BRYNWOOD PRESERVE LN	0.18	0.00	6.92	6.50	0.00	0.00	5.08	0.00	4.67	3.92	0.00	27.09	High	BIKE LANE, 1 SIDE	\$24,174.25					
B62	LIVINGSTON RD S	GOLDEN GATE PKWY	GREY OAKS DR E	0.97	0.00	0.00	0.00	0.00	0.00	5.08	5.00	4.67	3.92	0.00	18.67	Medium	BIKE LANE, 1 SIDE	\$128,535.43					
B63	LOGAN BLVD N	LOGAN BLVD N	VANDERBILT BEACH RD	2.82												Low	PAVED SHOULDER, 2 SIDES	\$380,686.16	COLLIER				
B63	LOGAN BLVD N	CORAL WOOD DR	HICKORY WOOD DR	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$33,805.40					
B63	LOGAN BLVD N	LOGAN BLVD S	TEAK WOOD DR	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$25,529.54					
B63	LOGAN BLVD N	CHERRY WOOD DR	VANDERBILT BEACH RD	0.17	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$23,103.76					
B63	LOGAN BLVD N	TEAK WOOD DR	CORAL WOOD DR	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,802.52					
B63	LOGAN BLVD N	HICKORY WOOD DR	CHERRY WOOD DR	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	PAVED SHOULDER, 2 SIDES	\$34,284.53					
B63	LOGAN BLVD S	TALLOWOOD WAY	HAWTHORN WOODS WAY	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,988.32					
B63	LOGAN BLVD S	PINE RIDGE RD	NAPA WOODS WAY	0.12	0.00	0.00	0.00	6.08	5.83	0.00	0.00	0.00	0.00	0.00	11.91	Low	PAVED SHOULDER, 2 SIDES	\$15,585.61					
B63	LOGAN BLVD S	LOGAN BLVD N	MAHOGONY RIDGE DR	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$27,232.86					

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B63	LOGAN BLVD S	BOXWOOD WAY	TALLOWOOD WAY	0.25	0.00	0.00	0.00	6.08	5.83	0.00	0.00	0.00	0.00	0.00	11.91	Low	PAVED SHOULDER, 2 SIDES	\$33,799.43					
B63	LOGAN BLVD S	TAMARIND RIDGE DR	SYCAMORE DR	0.25	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	PAVED SHOULDER, 2 SIDES	\$33,850.57					
B63	LOGAN BLVD S	SYCAMORE DR	PINE RIDGE RD	0.13	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	PAVED SHOULDER, 2 SIDES	\$18,226.15					
B63	LOGAN BLVD S	PALMETTO WOODS DR	TAMARIND RIDGE DR	0.25	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	PAVED SHOULDER, 2 SIDES	\$33,722.52					
B63	LOGAN BLVD S	MAHOGANY RIDGE DR	PALMETTO WOODS DR	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$33,754.96					
B64	LOGAN BLVD S	HAWTHORN WOODS WAY	GREEN BLVD	0.27	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	0.00	0.00	24.50	High	PAVED SHOULDER, 2 SIDES	\$36,983.73	COLLIER				
B65	MAGNOLIA POND DR	COLLIER BLVD	TITAN WAY	0.81												Low	BIKE LANES, 2 SIDES	\$216,709.10	COLLIER				
B65	MAGNOLIA POND DR	NOAHS CIR	TITAN WAY	0.62	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.92	Low	BIKE LANES, 2 SIDES	\$165,265.11					
B65	MAGNOLIA POND DR	COLLIER BLVD	NOAHS CIR	0.19	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.92	Low	BIKE LANES, 2 SIDES	\$51,443.99					
B66	N 15TH ST	LAKE TRAFFORD RD	LEE ST	0.14	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	3.92	16.67	High	BIKE LANE, 1 SIDE	\$18,043.23	COLLIER				
B67	N 15TH ST	W MAIN ST	N 11TH ST	0.05	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$12,359.55	COLLIER				
B68	N 15TH ST	JEFFERSON AVE W	WESTCLOX ST	0.08	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	3.92	16.67	Medium	BIKE LANES, 2 SIDES	\$22,322.76	COLLIER				
B69	N 1ST ST	E MAIN ST	IMMOKALEE DR	0.51												High	BIKE LANES, 2 SIDES	\$135,198.54	COLLIER				
B69	N 1ST ST	PINE ST	2ND AVE	0.05	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$12,773.89					
B69	N 1ST ST	ADAMS AVE E	IMMOKALEE DR	0.08	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$22,143.46					
B69	N 1ST ST	2ND AVE	OAK ST	0.01	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$3,445.27					
B69	N 1ST ST	ROBERTS AVE	BROWARD ST	0.10	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$26,974.88					
B69	N 1ST ST	E MAIN ST	PINE ST	0.08	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$20,016.02					
B69	N 1ST ST	BROWARD ST	ADAMS AVE E	0.07	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$19,082.35					
B69	N 1ST ST	OAK ST	ROBERTS AVE E	0.12	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$30,762.66					
B70	N BARFIELD DR	S BARFIELD DR	N COLLIER BLVD	2.01												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$356,551.98	MARCO ISLAND	PROGRAMMED		X	
B70	N BARFIELD DR	CANBY CT	HUMMINGBIRD CT	0.05	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$9,394.78					
B70	N BARFIELD DR	MENORCA CT	WOODBINE CT	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,677.04					
B70	N BARFIELD DR	S BARFIELD DR	Q0526	0.10	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$17,706.47					
B70	N BARFIELD DR	HUMMINGBIRD CT	HONDURAS AVE	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,826.93					
B70	N BARFIELD DR	TRIPOLI CT	BIMINI AVE	0.11	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$20,132.80					
B70	N BARFIELD DR	WINDMILL AVE	ANTILLES CT	0.17	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$29,563.11					
B70	N BARFIELD DR	PIEDMONT CIR	WINDMILL AVE	0.13	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$22,893.38					
B70	N BARFIELD DR	WAVECREST CT	PIEDMONT CIR	0.07	7.08	6.92	0.00	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.67	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,752.32					
B70	N BARFIELD DR	BLUEBIRD AVE	N COLLIER BLVD	0.06	7.08	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$10,299.42					
B70	N BARFIELD DR	6TH AVE	BLUEBIRD AVE	0.05	7.08	6.92	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	36.00	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$9,401.35					
B70	N BARFIELD DR		BARBADOS AVE	0.31	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$54,660.35					
B70	N BARFIELD DR	WOODBINE CT	CANBY CT	0.09	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$15,196.34					
B70	N BARFIELD DR		BRIARWOOD CT	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,730.37					
B70	N BARFIELD DR	BRIARWOOD CT	PIEDMONT CIR	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,698.61					
B70	N BARFIELD DR		MENORCA CT	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,818.74					
B70	N BARFIELD DR	GOLDCOAST CT	TRIPOLI CT	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,734.91					
B70	N BARFIELD DR		GOLDCOAST CT	0.06	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$9,797.91					
B70	N BARFIELD DR		BRIARWOOD TER	0.03	7.08	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$4,820.89					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B70	N BARFIELD DR	BAMBOO CT	6TH AVE	0.07	7.08	6.92	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	36.00	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,111.80					
B70	N BARFIELD DR	BIMINI AVE	BAMBOO CT	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,703.29					
B70	N BARFIELD DR		MAYWOOD CT	0.07	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,656.99					
B70	N BARFIELD DR	N BAHAMA AVE	WATERFALL CT	0.08	7.08	6.92	0.00	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.50	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$14,438.51					
B70	N BARFIELD DR	PIEDMONT CIR	WAVECREST CT	0.07	7.08	6.92	0.00	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.67	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$11,535.69					
B71	N COLLIER BLVD	E ELKCAM CIR	BUTTONWOOD CT	0.66												High	WIDE SIDEWALK/ SUP, 2 SIDES	\$233,740.25	MARCO ISLAND		PROGRAMMED		X
B71	N COLLIER BLVD	FAIRLAWN CT	BUTTONWOOD CT	0.07	7.08	0.00	0.00	6.08	5.83	0.00	5.00	4.67	0.00	0.00	28.66	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$26,048.53					
B71	N COLLIER BLVD	CHESTNUT CT	FAIRLAWN CT	0.07	7.08	0.00	0.00	6.08	5.83	0.00	5.00	4.67	0.00	0.00	28.66	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$25,308.90					
B71	N COLLIER BLVD	YELLOWBIRD ST	N BARFIELD DR	0.22	7.08	0.00	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.99	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$79,735.98					
B71	N COLLIER BLVD	ROSE CT	YELLOWBIRD ST	0.13	7.08	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.49	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$45,952.71					
B71	N COLLIER BLVD	E ELKCAM CIR	ROSE CT	0.08	7.08	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.49	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$29,968.91					
B71	N COLLIER BLVD	N BARFIELD DR	CHESTNUT CT	0.08	7.08	0.00	0.00	6.08	5.83	0.00	5.00	4.67	0.00	0.00	30.49	High	WIDE SIDEWALK/ SUP, 2 SIDES	\$26,725.23					
B72	NAPLES BLVD	PINE RIDGE RD	AIRPORT PULLING RD N	0.87												Medium	BIKE LANES, 2 SIDES	\$230,561.43	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B72	NAPLES BLVD	HOLLYWOOD DR	AIRPORT PULLING RD N	0.23	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.67	Medium	BIKE LANES, 2 SIDES	\$59,981.14					
B72	NAPLES BLVD	PINE RIDGE RD	HOLLYWOOD DR	0.64	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	21.67	Medium	BIKE LANES, 2 SIDES	\$170,580.29					
B73	NEW MARKET RD E	CHARLOTTE ST	E MAIN ST	0.93												Medium	BIKE LANES, 2 SIDES	\$246,100.27	COLLIER		CST 2014/15 ACSU \$914,668, EB \$271,680		
B73	NEW MARKET RD E	CHARLOTTE ST	BROWARD ST	0.12	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	0.00	29.33	High	BIKE LANES, 2 SIDES	\$31,184.38					
B73	NEW MARKET RD E	ALACHUA ST	BROWARD ST	0.08	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$21,059.69					
B73	NEW MARKET RD E	ALACHUA ST	ALACHUA ST	0.02	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$6,317.57					
B73	NEW MARKET RD E	NIXON DR	ALACHUA ST	0.05	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$12,929.30					
B73	NEW MARKET RD E	JEROME DR	NIXON DR	0.04	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$11,851.58					
B73	NEW MARKET RD E	10TH CT S	AIRPORT ACCESS	0.06	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$16,305.34					
B73	NEW MARKET RD E	JEROME DR	10TH CT S	0.14	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$37,149.84					
B73	NEW MARKET RD E	E MAIN ST	AIRPORT ACCESS	0.21	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$54,651.29					
B73	NEW MARKET RD E	E MAIN ST	AIRPORT ACCESS	0.21	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$54,651.29					
B74	NEW MARKET RD W	CHARLOTTE ST	SR 29 N	1.61												High	BIKE LANES, 2 SIDES	\$427,187.74	COLLIER		CST 2014/15 ACSU \$914,668, EB \$271,680		
B74	NEW MARKET RD W	HENDRY ST	INDIAN RIVER ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	35.41	High	BIKE LANES, 2 SIDES	\$28,193.04					
B74	NEW MARKET RD W	MANATEE ST	NASSAU ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	3.92	34.33	High	BIKE LANES, 2 SIDES	\$28,153.90					
B74	NEW MARKET RD W	LEE ST	MANATEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	3.92	34.33	High	BIKE LANES, 2 SIDES	\$28,252.16					
B74	NEW MARKET RD W	FLAGLER ST	GLADES ST	0.11	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	0.00	29.33	High	BIKE LANES, 2 SIDES	\$28,312.45					
B74	NEW MARKET RD W	INDIAN RIVER ST	JACKSON ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	35.41	High	BIKE LANES, 2 SIDES	\$28,170.69					
B74	NEW MARKET RD W	GLADES ST	HENDRY ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	35.41	High	BIKE LANES, 2 SIDES	\$28,402.18					
B74	NEW MARKET RD W	JACKSON ST	KISSIMMEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	3.92	39.33	High	BIKE LANES, 2 SIDES	\$28,276.16					
B74	NEW MARKET RD W	DADE ST	ESCAMBIA ST	0.11	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$29,009.58					
B74	NEW MARKET RD W	NEW MARKET RD W	SR 29 N	0.12	0.00	6.92	0.00	6.08	5.83	5.08	0.00	0.00	0.00	3.92	27.83	High	BIKE LANES, 2 SIDES	\$32,877.75					
B74	NEW MARKET RD W	NEW MARKET RD W	N 15TH ST	0.06	0.00	6.92	0.00	6.08	5.83	5.08	0.00	0.00	0.00	3.92	27.83	High	BIKE LANES, 2 SIDES	\$14,776.16					
B74	NEW MARKET RD W	PINELLAS ST	NEWMARKET RD W	0.03	0.00	6.92	0.00	6.08	5.83	5.08	0.00	0.00	0.00	3.92	27.83	High	BIKE LANES, 2 SIDES	\$7,679.35					
B74	NEW MARKET RD W	OKEECHOBEE ST	PINELLAS ST	0.09	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	3.92	34.33	High	BIKE LANES, 2 SIDES	\$23,095.27					
B74	NEW MARKET RD W	NASSAU ST	OKEECHOBEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	3.92	34.33	High	BIKE LANES, 2 SIDES	\$28,168.64					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	LRTP Roadway Project	Cost Also Identified as Ped Need
B74	NEW MARKET RD W	CHARLOTTE ST	DADE ST	0.14	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	0.00	29.33	High	BIKE LANES, 2 SIDES	\$35,972.87					
B74	NEW MARKET RD W	KISSIMMEE ST	LEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	3.92	39.33	High	BIKE LANES, 2 SIDES	\$28,283.79					
B74	NEW MARKET RD W	ESCAMBIA ST	FLAGGER ST	0.11	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	0.00	22.83	Medium	BIKE LANES, 2 SIDES	\$29,563.75					
B75	NORTHBROOKE DR	IMMOKALEE RD	BRYNWOOD DR	2.18												Low	BIKE LANES, 2 SIDES	\$579,254.01	COLLIER	EXISTING WIDE SW MAY SUFFICE, SHARE THE ROAD OPTION MAY BE			
B75	NORTHBROOKE DR	GRAND CYPRESS DR	LAUREL GREENS LN N	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$129,262.09					
B75	NORTHBROOKE DR	JASMINE LAKE CIR	BRYNWOOD DR	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$76,229.60					
B75	NORTHBROOKE DR	MILLCREEK LN	ASPEN CREEK LN	0.15	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$40,791.35					
B75	NORTHBROOKE DR	ASPEN CREEK LN	CYPRESS TRACE CIR	0.31	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$81,977.60					
B75	NORTHBROOKE DR	CYPRESS TRACE CIR	GRAND CYPRESS DR	0.40	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	BIKE LANES, 2 SIDES	\$107,008.27					
B75	NORTHBROOKE DR	TARPON BAY BLVD	INTERNATIONAL DR	0.12	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$32,983.99					
B75	NORTHBROOKE DR	INTERNATIONAL DR	MILLCREEK LN	0.08	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$21,510.89					
B75	NORTHBROOKE DR	IMMOKALEE RD	NORTHBROOKE PLAZA DR	0.09	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$24,726.62					
B75	NORTHBROOKE DR	GRAND CYPRESS DR	JASMINE LAKE CIR	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$31,338.15					
B75	NORTHBROOKE DR	LAUREL GREENS LN N	GRAND CYPRESS DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$18,836.48					
B75	NORTHBROOKE DR	NORTHBROOK PLAZA DR	NORTHBROOK DR	0.05	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$14,588.97					
B76	OAKES BLVD	VANDERBILT BEACH RD	IMMOKALEE RD	1.99												Low	PAVED SHOULDER, 1 SIDE	\$134,227.80	COLLIER				
B76	OAKES BLVD	AUTUMN OAKS LN	IMMOKALEE RD	0.08	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Low	PAVED SHOULDER, 1 SIDE	\$5,420.85					
B76	OAKES BLVD	STANDING OAKS LN	GOLDEN OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	PAVED SHOULDER, 1 SIDE	\$16,875.46					
B76	OAKES BLVD	SPANISH OAKS LN	HIDDEN OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	PAVED SHOULDER, 1 SIDE	\$16,891.75					
B76	OAKES BLVD	AUTUMN OAKS LN	HIDDEN OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	PAVED SHOULDER, 1 SIDE	\$16,921.98					
B76	OAKES BLVD	SHADY OAKS LN	STANDING OAKS LN	0.25	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.92	Low	PAVED SHOULDER, 1 SIDE	\$16,898.93					
B76	OAKES BLVD	GOLDEN OAKS LN	SPANISH OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	PAVED SHOULDER, 1 SIDE	\$16,883.70					
B76	OAKES BLVD	BUR OAKS LN	SHADY OAKS LN	0.25	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.92	Low	PAVED SHOULDER, 1 SIDE	\$16,904.47					
B76	OAKES BLVD	ENGLISH OAKS LN	BUR OAKS LN	0.25	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.92	Low	PAVED SHOULDER, 1 SIDE	\$16,907.03					
B76	OAKES BLVD	VANDERBILT BEACH RD	ENGLISH OAKS LN	0.16	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.92	Low	PAVED SHOULDER, 1 SIDE	\$10,523.63					
B77	OIL WELL RD	EVERGLADES BLVD N	DESOTO BLVD N	1.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	4.67	Low	PAVED SHOULDER, 1 SIDE	\$124,093.87	COLLIER	LRTP PROJECT EXTENDS FURTHER EAST TO OIL WELL GRADE RD		X	
B78	OIL WELL RD	SR 29	CR 858	4.68												Low	PAVED SHOULDER, 2 SIDES	\$632,775.78	COLLIER				
B78	OIL WELL RD	SR 29	PRINGLE LN	1.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$205,635.64					
B78	OIL WELL RD	PRINGLE LN	CR 858	3.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$427,140.13					
B79	OLD US 41 N	TAMIAMI TRL N	MEDITERRA	1.48												Medium	BIKE LANES, 2 SIDES	\$393,784.61	COLLIER	LRTP PROJECT ENDS AT LEE/COLLIER LINE		X	
B79	OLD US 41 N	TURTLE CREEK BLVD	SUN CENTURY RD	0.17	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$45,459.77					
B79	OLD US 41 N	COLLIER CENTER WAY	TURTLE CREEK BLVD	0.04	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$10,300.58					
B79	OLD US 41 N	SUN CENTURY RD	ANGLEWOOD CT	0.26	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$68,678.33					
B79	OLD US 41 N	GULF COAST DR	COLLIER CENTER WAY	0.27	7.08	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	18.58	Medium	BIKE LANES, 2 SIDES	\$72,837.04					
B79	OLD US 41 N	RAIL HEAD BLVD	ARBOR VIEW BLVD	0.19	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$49,366.01					
B79	OLD US 41 N	ARBOR VIEW BLVD	PERFORMANCE WAY	0.24	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$64,570.49					
B79	OLD US 41 N	PERFORMANCE WAY	CAMP SANDY RIDGE RD	0.01	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$3,058.21					
B79	OLD US 41 N	ANGLEWOOD CT	RAIL HEAD BLVD	0.10	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$27,623.30					
B79	OLD US 41 N	TAMIAMI TRL N	GULF COAST DR	0.20	7.08	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	18.58	Medium	BIKE LANES, 2 SIDES	\$51,890.88					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	LRTP Roadway Project	Cost Also Identified as Ped Need
B80	OLDE CYPRESS BLVD	IMMOKALEE RD	OLDE CYPRESS N BOUNDARY	1.02												Low	BIKE LANES, 2 SIDES	\$271,575.98	COLLIER	EXISTING WIDE SW/SUP MAY SUFFICE			
B80	OLDE CYPRESS BLVD	IMMOKALEE RD	TREELINE DR	0.26	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	BIKE LANES, 2 SIDES	\$69,592.49					
B80	OLDE CYPRESS BLVD	TREELINE DR	OLDE CYPRESS N BOUNDARY	0.76	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low	BIKE LANES, 2 SIDES	\$201,983.48					
B81	ORANGE BLOSSOM DR	GOODLETTE-FRANK RD N	LIVINGSTON RD N	2.37												High	BIKE LANES, 2 SIDES	\$630,562.77	COLLIER	LRTP PROJECT STARTS AT AIRPORT PULLING RD ENDS AT LIVINGSTON.		X	
B81	ORANGE BLOSSOM DR	BRIDGEWATER BAY BLVD	LIVINGSTON RD N	0.28	7.08	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	26.33	High	BIKE LANES, 2 SIDES	\$73,638.08					
B81	ORANGE BLOSSOM DR	TIMBERLINE DR	WELLINGTON DR	0.11	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$30,209.10					
B81	ORANGE BLOSSOM DR	YARBERRY LN	MILL POND BLVD	0.06	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$16,247.89					
B81	ORANGE BLOSSOM DR	CAY LAGOON DR	YARBERRY LN	0.07	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$17,644.04					
B81	ORANGE BLOSSOM DR	AUTUMN WOODS BLVD	STONEGATE DR	0.16	7.08	0.00	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.41	Medium	BIKE LANES, 2 SIDES	\$43,037.33					
B81	ORANGE BLOSSOM DR	STONEGATE DR	WELLINGTON DR	0.24	7.08	0.00	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.41	Medium	BIKE LANES, 2 SIDES	\$63,375.21					
B81	ORANGE BLOSSOM DR	MILL POND BLVD	AIRPORT PULLING RD N	0.32	7.08	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	31.33	High	BIKE LANES, 2 SIDES	\$84,645.67					
B81	ORANGE BLOSSOM DR	TIMBERLINE DR	CAY LAGOON DDR	0.09	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$24,628.34					
B81	ORANGE BLOSSOM DR	WELLINGTON DR	TIMBERLINE DR	0.13	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$33,370.89					
B81	ORANGE BLOSSOM DR	AIRPORT PULLING RD N	BRIDGEWATER BAY BLVD	0.73	7.08	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	31.33	High	BIKE LANES, 2 SIDES	\$195,033.95					
B81	ORANGE BLOSSOM DR	GOODLETTE-FRANK RD N	AUTUMN WOODS BLVD	0.18	7.08	0.00	6.50	0.00	5.83	0.00	0.00	0.00	0.00	0.00	19.41	Medium	BIKE LANES, 2 SIDES	\$48,732.28					
B82	PARK SHORE DR	US 41	CYPRESS WOODS DR	0.12	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Medium	BIKE LANE, 1 SIDE	\$15,918.41	NAPLES				
B83	PERU ST	WINTERBERRY ST	SEAGRAPE DR	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Low	BIKE LANES, 2 SIDES	\$19,610.08	MARCO ISLAND				
B84	PINE RIDGE RD	TAMIAMI TRL N	LOGAN BLVD S	5.13												High	BIKE LANES, 2 SIDES	\$1,363,556.61	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER WIDE SIDEWALK/SUP			
B84	PINE RIDGE RD	PINE RIDGE CT	EAST AVE	0.13	7.08	6.92	0.00	0.00	0.00	0.00	5.00	0.00	3.92	3.92	26.84	High	BIKE LANES, 2 SIDES	\$33,530.62					
B84	PINE RIDGE RD	CARIBBEAN RD	PINE RIDGE CT	0.07	7.08	6.92	0.00	0.00	0.00	0.00	5.00	0.00	3.92	3.92	26.84	High	BIKE LANES, 2 SIDES	\$19,298.59					
B84	PINE RIDGE RD	LAWSON WAY	RAMP	0.24	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.83	High	BIKE LANES, 2 SIDES	\$64,847.69					
B84	PINE RIDGE RD	WHIPPOORWILL LN	LAWSON WAY	0.12	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.83	High	BIKE LANES, 2 SIDES	\$33,019.74					
B84	PINE RIDGE RD	VINEYARDS BLVD	LOGAN BLVD S	0.54	7.08	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.91	High	BIKE LANES, 2 SIDES	\$143,772.76					
B84	PINE RIDGE RD	TAYLOR RD	SHIRLEY ST	0.09	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$24,817.20					
B84	PINE RIDGE RD	NAPA BLVD	VINEYARDS BLVD	0.26	7.08	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.91	High	BIKE LANES, 2 SIDES	\$68,021.55					
B84	PINE RIDGE RD	JAEGER RD	TAYLOR RD	0.13	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$33,892.10					
B84	PINE RIDGE RD	PINE RIDGE RD	JAEGER RD	0.17	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$44,243.83					
B84	PINE RIDGE RD	RAMP	NAPA BLVD	0.23	7.08	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.91	High	BIKE LANES, 2 SIDES	\$62,517.52					
B84	PINE RIDGE RD	AIRPORT PULLING RD N	MUSEUM RD	0.09	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$22,826.13					
B84	PINE RIDGE RD	MUSEUM RD	LEWIS LN	0.17	7.08	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	35.50	High	BIKE LANES, 2 SIDES	\$46,338.74					
B84	PINE RIDGE RD	LEWIS LN	GRAND CYPRESS CIR	0.02	7.08	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	35.50	High	BIKE LANES, 2 SIDES	\$4,189.86					
B84	PINE RIDGE RD	GRAND CYPRESS CIR	SUMMERWIND DR	0.10	7.08	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	35.50	High	BIKE LANES, 2 SIDES	\$27,308.12					
B84	PINE RIDGE RD	SUMMERWIND DR	KENSINGTON PARK BLVD	0.15	7.08	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	35.50	High	BIKE LANES, 2 SIDES	\$40,599.73					
B84	PINE RIDGE RD	WOODSHIRE LN	AIRPORT PULLING RD N	0.25	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$66,588.09					
B84	PINE RIDGE RD	CYPRESS GLEN WAY	LA COSTA CIR	0.21	7.08	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	35.50	High	BIKE LANES, 2 SIDES	\$55,037.88					
B84	PINE RIDGE RD	YABL ST	NAPLES BLVD	0.19	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$50,651.14					
B84	PINE RIDGE RD	LA COSTA CIR	LIVINGSTON RD S	0.13	7.08	6.92	0.00	6.08	0.00	0.00	0.00	0.00	3.92	0.00	24.00	High	BIKE LANES, 2 SIDES	\$35,306.09					
B84	PINE RIDGE RD	FOREST LAKES BLVD	YABL ST	0.18	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$49,073.31					
B84	PINE RIDGE RD	SHIRLEY ST	FOREST LAKES BLVD	0.07	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$17,467.01					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B84	PINE RIDGE RD	EAST AVE	GOODLETTE-FRANK RD N	0.11	7.08	6.92	0.00	0.00	0.00	0.00	5.00	0.00	3.92	3.92	26.84	High	BIKE LANES, 2 SIDES	\$29,828.37					
B84	PINE RIDGE RD	KENSINGTON BLVD	CYPRESS GLEN WAY	0.18	7.08	6.92	6.50	6.08	0.00	0.00	5.00	0.00	3.92	0.00	35.50	High	BIKE LANES, 2 SIDES	\$48,195.00					
B84	PINE RIDGE RD	GATEWAY LN	KRAMER DR	0.16	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.83	High	BIKE LANES, 2 SIDES	\$43,206.56					
B84	PINE RIDGE RD	NAPLES BLVD	WOODSHIRE LN	0.12	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$31,156.12					
B84	PINE RIDGE RD	TAMIAMI TRL N	CARIBBEAN RD	0.19	7.08	6.92	0.00	0.00	0.00	0.00	5.00	0.00	3.92	3.92	26.84	High	BIKE LANES, 2 SIDES	\$51,805.79					
B84	PINE RIDGE RD	RAMP	RAMP	0.19	7.08	0.00	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.91	High	BIKE LANES, 2 SIDES	\$51,022.05					
B84	PINE RIDGE RD	LIVINGSTON RD S	MERIDIAN PL	0.16	7.08	6.92	0.00	6.08	0.00	0.00	0.00	0.00	3.92	0.00	24.00	High	BIKE LANES, 2 SIDES	\$41,952.62					
B84	PINE RIDGE RD	MERIDIAN PL	KRAFT RD	0.15	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.83	High	BIKE LANES, 2 SIDES	\$40,881.34					
B84	PINE RIDGE RD	KRAFT RD	GATEWAY LN	0.02	7.08	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	0.00	34.83	High	BIKE LANES, 2 SIDES	\$5,542.38					
B84	PINE RIDGE RD	PREMIER WAY	PINE RIDGE RD	0.17	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	0.00	29.00	High	BIKE LANES, 2 SIDES	\$43,941.83					
B84	PINE RIDGE RD	GOODLETTE-FRANK RD N	PREMIER WAY	0.12	7.08	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	3.92	32.92	High	BIKE LANES, 2 SIDES	\$32,676.84					
B85	RADIO RD	AIRPORT PULLING RD N	LIVINGSTON RD S	1.01												High	BIKE LANES, 2 SIDES	\$267,791.72	COLLIER				
B85	RADIO RD	COMMERCIAL BLVD	LIVINGSTON RD S	0.13	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	3.92	21.92	Medium	BIKE LANES, 2 SIDES	\$34,540.57					
B85	RADIO RD	ENCHANTING BLVD	COMMERCIAL BLVD	0.03	0.00	6.92	0.00	6.08	0.00	0.00	5.00	4.67	0.00	3.92	26.59	High	BIKE LANES, 2 SIDES	\$9,114.31					
B85	RADIO RD	CORPORATE SQ	ESTHER ST	0.15	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	3.92	21.92	Medium	BIKE LANES, 2 SIDES	\$39,573.46					
B85	RADIO RD	DONNA ST	CORPORATE SQ	0.15	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.75	High	BIKE LANES, 2 SIDES	\$38,663.30					
B85	RADIO RD	INDUSTRIAL BLVD	DONNA ST	0.01	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.75	High	BIKE LANES, 2 SIDES	\$2,643.88					
B85	RADIO RD	AIRPORT PULLING RD N	INDUSTRIAL BLVD	0.49	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.75	High	BIKE LANES, 2 SIDES	\$130,847.67					
B85	RADIO RD	ESTHER ST	ENCHANTING BLVD	0.05	0.00	6.92	0.00	6.08	0.00	0.00	5.00	4.67	0.00	3.92	26.59	High	BIKE LANES, 2 SIDES	\$12,408.52					
B86	RADIO RD	LIVINGSTON RD S	COUNTRYSIDE DR	1.73												Medium	BIKE LANES, 2 SIDES	\$461,307.08	COLLIER				
B86	RADIO RD	TINA LN	DARMOUTH DR	0.20	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$53,609.83					
B86	RADIO RD	MARIE LN	TINA LN	0.03	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$8,964.79					
B86	RADIO RD	DARTMOUNT DR	COUNTRYSIDE DR	0.56	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	19.50	Medium	BIKE LANES, 2 SIDES	\$149,697.10					
B86	RADIO RD	BROADVIEW DR	SUNNY ACRES	0.02	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$4,033.95					
B86	RADIO RD	APPLEWOOD AVE	BROADVIEW DR	0.01	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$2,823.74					
B86	RADIO RD	SAINT CLAIR SHORES RD	APPLEWOOD AVE	0.10	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$25,528.89					
B86	RADIO RD	CAPE SABLE DR	ST CLAIR SHORES RD	0.03	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$8,226.69					
B86	RADIO RD	SAN MARCOS BLVD	CAPE SABLE DR	0.10	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$26,678.17					
B86	RADIO RD	LEAWOOD LN	SAN MARCOS BLVD	0.06	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$15,437.84					
B86	RADIO RD	TRUMAN CIR	LEAWOOD CIR	0.03	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$7,874.11					
B86	RADIO RD	SHERBROOK DR	TRUMAN CIR	0.06	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$15,334.13					
B86	RADIO RD	BRIARWOOD BLVD	SHERBROOK DR	0.19	0.00	0.00	6.50	6.08	0.00	0.00	5.00	0.00	0.00	3.92	21.50	Medium	BIKE LANES, 2 SIDES	\$49,369.68					
B86	RADIO RD	LIVINGSTON RD S	BRIARWOOD BLVD	0.28	0.00	6.92	6.50	6.08	0.00	0.00	5.00	0.00	0.00	3.92	28.42	High	BIKE LANES, 2 SIDES	\$75,096.99					
B86	RADIO RD	SUNNY ACRES	MARIE LN	0.07	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$18,631.17					
B87	RADIO RD	RADIO LN	DAVIS BLVD	0.12	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	18.00	Medium	BIKE LANE, 1 SIDE	\$16,522.85	COLLIER				
B88	RANDALL BLVD	APPROACH BLVD	DESOTO BLVD N	3.68												Low	PAVED SHOULDER, 2 SIDES	\$497,175.87	COLLIER		X		
B88	RANDALL BLVD	EVERGLADES BLVD N	DESOTO BLVD N	1.84	7.08	6.92	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	18.67	Medium	PAVED SHOULDER, 2 SIDES	\$248,250.80					
B88	RANDALL BLVD	APPROACH BLVD	EVERGLADES BLVD N	1.84	7.08	0.00	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.75	Low	PAVED SHOULDER, 2 SIDES	\$248,925.07					
B89	RANDALL BLVD	IMMOKALEE RD	APPROACH BLVD	1.64												Medium	PAVED SHOULDER, 2 SIDES	\$222,312.57	COLLIER	L RTP PROJECT STARTS EAST OF IMMOK AT 8TH ST	X		

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B89	RANDALL BLVD	RANDALL BLVD	8TH ST NE	0.48	7.08	0.00	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.75	Medium	PAVED SHOULDER, 2 SIDES	\$64,726.63					
B89	RANDALL BLVD	RANDALL BLVD	IMMOKALEE RD	0.04	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Medium	PAVED SHOULDER, 2 SIDES	\$5,310.56					
B89	RANDALL BLVD	8TH ST NE	VALENCIA LAKES BLVD	0.37	7.08	0.00	6.50	0.00	0.00	0.00	0.00	4.67	0.00	0.00	18.25	Medium	PAVED SHOULDER, 2 SIDES	\$49,496.90					
B89	RANDALL BLVD	VALENCIA LAKES BLVD	APPROACH BLVD	0.64	7.08	0.00	6.50	0.00	0.00	0.00	0.00	4.67	0.00	0.00	18.25	Medium	PAVED SHOULDER, 2 SIDES	\$86,715.41					
B89	RANDALL BLVD	RANDALL BLVD		0.12	7.08	0.00	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.75	Medium	PAVED SHOULDER, 2 SIDES	\$16,063.07					
B90	RATTLESNAKE HAMMOCK RD	TAMIAMI TRL E	COLLIER BLVD	3.87												High	BIKE LANES, 2 SIDES	\$1,028,701.10	COLLIER				
B90	RATTLESNAKE HAMMOCK RD	COYOTE DR	COLLIER BLVD	0.15	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$39,004.56					
B90	RATTLESNAKE HAMMOCK RD	PEPPER CIR	VALLEY STREAM DR	0.08	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.33	High	BIKE LANES, 2 SIDES	\$22,157.64					
B90	RATTLESNAKE HAMMOCK RD	HAWAII BLVD	PEPPER CIR	0.05	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.33	High	BIKE LANES, 2 SIDES	\$12,821.93					
B90	RATTLESNAKE HAMMOCK RD	DORAL CIR	CHARLEMAGNE BLVD	0.23	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.41	High	BIKE LANES, 2 SIDES	\$61,843.35					
B90	RATTLESNAKE HAMMOCK RD	CHANTELLE DR	GREENWOOD CIR	0.12	0.00	0.00	6.50	6.08	5.83	0.00	0.00	0.00	0.00	0.00	18.41	Medium	BIKE LANES, 2 SIDES	\$32,572.18					
B90	RATTLESNAKE HAMMOCK RD	GREENWOOD CIR	COUNTY BARN RD	0.15	0.00	0.00	6.50	6.08	5.83	0.00	0.00	0.00	0.00	0.00	18.41	Medium	BIKE LANES, 2 SIDES	\$40,778.22					
B90	RATTLESNAKE HAMMOCK RD	COUNTY BARN RD	PALM HAVEN BLVD	0.13	0.00	0.00	6.50	6.08	5.83	0.00	0.00	0.00	0.00	0.00	18.41	Medium	BIKE LANES, 2 SIDES	\$34,644.68					
B90	RATTLESNAKE HAMMOCK RD	AUGUSTA BLVD	ST ANDREWS BLVD	0.24	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$63,344.35					
B90	RATTLESNAKE HAMMOCK RD	COLLEGE PARK CIR	IVERNESS CLUB DR	0.43	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$113,839.58					
B90	RATTLESNAKE HAMMOCK RD	MANDALAY CIR	PARKERS HAMMOCK RD	0.51	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$135,220.75					
B90	RATTLESNAKE HAMMOCK RD	SKYWAY DR	COLLEGE PARK CIR	0.14	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$36,518.62					
B90	RATTLESNAKE HAMMOCK RD	PARKERS HAMMOCK RD	SKYWAY DR	0.20	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$52,122.47					
B90	RATTLESNAKE HAMMOCK RD	TAMIAMI TRL E	HAWAII BLVD	0.25	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.33	High	BIKE LANES, 2 SIDES	\$66,867.51					
B90	RATTLESNAKE HAMMOCK RD	VALLEY STREAM DR	DORAL CIR	0.19	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.33	High	BIKE LANES, 2 SIDES	\$50,801.90					
B90	RATTLESNAKE HAMMOCK RD	PALM HAVEN BLVD	GAGE LN	0.22	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$57,434.93					
B90	RATTLESNAKE HAMMOCK RD	GAGE LN	AUGUSTA BLVD	0.17	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$43,960.98					
B90	RATTLESNAKE HAMMOCK RD	POLLY AVE	HUNTINGTON WOODS DR	0.09	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	0.00	12.58	Medium	BIKE LANES, 2 SIDES	\$23,774.52					
B90	RATTLESNAKE HAMMOCK RD	HUNTINGTON WOODS DR	MANDALAY CIR	0.14	0.00	0.00	6.50	6.08	5.83	0.00	0.00	0.00	0.00	0.00	18.41	Medium	BIKE LANES, 2 SIDES	\$38,298.31					
B90	RATTLESNAKE HAMMOCK RD	CHARLEMAGNE BLVD	CHANTELLE DR	0.13	0.00	0.00	6.50	6.08	5.83	0.00	0.00	0.00	0.00	0.00	18.41	Medium	BIKE LANES, 2 SIDES	\$33,661.82					
B90	RATTLESNAKE HAMMOCK RD	IVERNESS CLUB DR	SIERRA MEADOWS BLVD	0.14	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$37,071.17					
B90	RATTLESNAKE HAMMOCK RD	SIERRA MEADOWS BLVD	COYOTE DR	0.12	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	BIKE LANES, 2 SIDES	\$31,961.63					
B91	S 1ST ST	SCHOOL RD	W MAIN ST	0.62												High	BIKE LANES, 2 SIDES	\$165,783.22	COLLIER	LRTP PROJECT EXTENDS NORTH TO EUSTIS AND SOUTH OF CAMP KEAIS		X	
B91	S 1ST ST	BOSTON AVE	W MAIN ST	0.13	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$33,634.96					
B91	S 1ST ST	COLORADO AVE	E DELAWARE AVE	0.10	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$25,635.61					
B91	S 1ST ST	E DELAWARE AVE	W DELAWARE AVE	0.03	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$7,659.03					
B91	S 1ST ST	W DELAWARE AVE	EUSTIS AVE	0.13	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$33,480.09					
B91	S 1ST ST	EUSTIS AVE	CARVER ST	0.09	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$24,521.84					
B91	S 1ST ST	CARVER ST	SCHOOL RD	0.16	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	3.92	27.75	High	BIKE LANES, 2 SIDES	\$41,297.55					
B91	S 1ST ST	W MAIN ST	BOSTON AVE	0.12	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	41.33	High	BIKE LANES, 2 SIDES	\$33,189.08					
B92	S BARFIELD DR	N BARFIELD DR	INLET DR	0.64												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$114,284.22	MARCO ISLAND	PROGRAMMED		X	
B92	S BARFIELD DR	WINTERBERRY DR	INLET DR	0.06	7.08	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.91	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$11,249.65					
B92	S BARFIELD DR	MACAO CT	WINTERBERRY DR	0.07	7.08	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.91	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$13,169.93					
B92	S BARFIELD DR	HAWAII CIR	MEDEIRA CT	0.14	7.08	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$25,498.54					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	LRTP Roadway Project	Cost Also Identified as Ped Need
B92	S BARFIELD DR	MEDEIRA CT	MACAO CT	0.07	7.08	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.91	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,920.18					
B92	S BARFIELD DR	N BARFIELD DR	HAWAII CIR	0.29	7.08	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$51,445.92					
B93	S HEATHWOOD DR	ANDALUSIA TER	AUBURNDALE AVE	0.50												High	12' SUP	\$162,632.39	MARCO ISLAND		PROGRAMMED		X
B93	S HEATHWOOD DR		AUBURNDALE AVE	0.16	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	12' SUP	\$52,568.80					
B93	S HEATHWOOD DR	ANDALUSIA TER	TREASURE CT	0.12	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	12.75	Medium	12' SUP	\$39,477.13					
B93	S HEATHWOOD DR	TREASURE CT	BALBOA CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	12.75	Medium	12' SUP	\$23,620.23					
B93	S HEATHWOOD DR	BALBOA CT	ARUBA CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	12.75	Medium	12' SUP	\$23,547.02					
B93	S HEATHWOOD DR		LILY CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	12.75	Medium	12' SUP	\$23,419.22					
B94	SAINT ANDREWS BLVD	TAMIAMI TRL E	PEBBLE BEACH BLVD	0.18	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	0.00	5.83	Low	PAVED SHOULDER, 1 SIDE	\$12,296.13	COLLIER				
B95	SAN MARCO RD	N COLLIER BLVD	HEATHWOOD DR	1.00												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$176,598.49	MARCO ISLAND		PROGRAMMED		X
B95	SAN MARCO RD	BUTTERCUP CT	LANDMARK ST	0.05	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$9,593.91					
B95	SAN MARCO RD	COPPERFIELD CT	PRIMROSE CT	0.12	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$21,093.28					
B95	SAN MARCO RD	PRIMROSE CT	LAMPLIGHTER DR	0.07	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,779.44					
B95	SAN MARCO RD	HICKORY CT	S SEAS CT	0.11	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$18,894.63					
B95	SAN MARCO RD	LAMPLIGHTER DR	HICKORY CT	0.07	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,834.61					
B95	SAN MARCO RD	S SEAS CT	HEATHWOOD DR	0.23	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$40,819.45					
B95	SAN MARCO RD	N COLLIER BLVD	GREENBRIER ST	0.11	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.41	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$19,098.20					
B95	SAN MARCO RD	GREENBRIER ST	MANOR TER	0.06	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.41	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$11,205.73					
B95	SAN MARCO RD	MANOR TER	BUTTERCUP CT	0.07	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.41	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,850.00					
B95	SAN MARCO RD	LANDMARK ST	COPPERFIELD CT	0.10	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	High	WIDE SIDEWALK/ SUP, 1 SIDE	\$17,429.24					
B96	SAN MARCO RD	N BARFIELD DR	MARCO CITY LIMIT	2.91												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$516,215.93	MARCO ISLAND				X
B96	SAN MARCO RD	DOGWOOD DR	VINTAGE BAY DR	0.10	0.00	6.92	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	20.59	High	WIDE SIDEWALK/SUP, 1 SIDE	\$17,768.88					
B96	SAN MARCO RD	N BARFIELD DR	BALMORAL CT	0.14	0.00	6.92	0.00	6.08	5.83	5.08	5.00	4.67	3.92	0.00	37.50	High	WIDE SIDEWALK/SUP, 1 SIDE	\$24,870.15					
B96	SAN MARCO RD	BALMORAL CT	COVEWOOD ST S	0.15	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	3.92	0.00	31.42	Medium	WIDE SIDEWALK/SUP, 1 SIDE	\$25,809.76					
B96	SAN MARCO RD	VINTAGE BAY DR	WHISKEY CREEK DR	0.30	0.00	6.92	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	20.59	Medium	WIDE SIDEWALK/SUP, 1 SIDE	\$52,337.16					
B96	SAN MARCO RD	WHISKEY CREEK DR	STEVENS LANDING DR	0.14	0.00	6.92	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	20.59	Medium	WIDE SIDEWALK/SUP, 1 SIDE	\$24,041.93					
B96	SAN MARCO RD	STEVENS LANDING DR	GOODLAND DR	1.06	0.00	6.92	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	20.59	Medium	WIDE SIDEWALK/SUP, 1 SIDE	\$188,914.43					
B96	SAN MARCO RD	N SUNSET ST	S FLORAL CT	0.30	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	3.92	0.00	31.42	High	WIDE SIDEWALK/SUP, 1 SIDE	\$53,067.73					
B96	SAN MARCO RD	ANCHOR CT	N SUNSET ST	0.17	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	3.92	0.00	31.42	High	WIDE SIDEWALK/SUP, 1 SIDE	\$30,071.51					
B96	SAN MARCO RD	COVEWOOD CT	ANCHOR CT	0.07	0.00	6.92	0.00	0.00	5.83	5.08	5.00	4.67	3.92	0.00	31.42	High	WIDE SIDEWALK/SUP, 1 SIDE	\$12,768.37					
B96	SAN MARCO RD	S FLORAL CT	MARINER ST	0.22	0.00	6.92	0.00	0.00	5.83	5.08	0.00	4.67	3.92	0.00	26.42	High	WIDE SIDEWALK/SUP, 1 SIDE	\$38,341.41					
B96	SAN MARCO RD	MARINER ST	DOGWOOD DR	0.27	0.00	6.92	0.00	0.00	5.83	5.08	0.00	4.67	3.92	0.00	26.42	High	WIDE SIDEWALK/SUP, 1 SIDE	\$48,224.58					
B97	SAN MARCO RD	TAMIAMI TRL E	MARCO CITY LIMIT	6.35												Medium	PAVED SHOULDER, 2 SIDES	\$858,573.37	COLLIER				
B97	SAN MARCO RD	GOODLAND DR	CURCIE RD	4.49	0.00	0.00	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	13.67	Medium	PAVED SHOULDER, 2 SIDES	\$607,016.57					
B97	SAN MARCO RD	CURCIE RD	TAMIAMI TRL E	1.86	0.00	0.00	0.00	0.00	0.00	5.08	0.00	4.67	3.92	0.00	13.67	Medium	PAVED SHOULDER, 2 SIDES	\$251,556.80					
B98	SAN MARCO RD	SAND HILL ST	N BARFIELD DR	0.62												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$110,255.02	MARCO ISLAND		PROGRAMMED		X
B98	SAN MARCO RD	ALGONQUIN CT	GULFPORT CT	0.07	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,847.33					
B98	SAN MARCO RD	GULFPORT CT	N BAHAMA AVE	0.09	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$16,661.30					
B98	SAN MARCO RD	N BAHAMA AVE	N BARFIELD DR	0.14	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$23,978.86					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B98	SAN MARCO RD	SAND HILL ST	TEMPLEWOOD CT	0.05	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$9,441.58					
B98	SAN MARCO RD	GULFSTREAM ST	MADAGASCAR CT	0.08	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$14,892.55					
B98	SAN MARCO RD	MADAGASCAR CT	ALGONQUIN CT	0.07	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,843.79					
B98	SAN MARCO RD	TEMPLEWOOD CT	GULFSTREAM ST	0.11	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	0.00	23.83	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$19,589.61					
B99	SANTA BARBARA BLVD	GREEN BLVD	CORONADO PKWY	1.13												High	BIKE LANES, 1 SIDE & 2 SIDES	\$210,601.90	COLLIER	L RTP PROJECT EXTENDS SOUTH TO PAINTED LEAF LN		X	
B99	SANTA BARBARA BLVD	HUNTER BLVD	SEA GRASS LN	0.16	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	35.41	High	BIKE LANE, 1 SIDE	\$21,340.69					
B99	SANTA BARBARA BLVD	STAR GRASS LN	CORONADO PKWY	0.17	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	0.00	30.41	High	BIKE LANE, 1 SIDE	\$22,881.14					
B99	SANTA BARBARA BLVD	GREEN BLVD	16TH PL SW	0.08	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$21,803.03					
B99	SANTA BARBARA BLVD	CEDAR TREE LN	WESTPORT LN	0.25	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	35.41	High	BIKE LANES, 2 SIDES	\$66,744.91					
B99	SANTA BARBARA BLVD	16TH PL SW	17TH AVE SW	0.09	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$23,790.79					
B99	SANTA BARBARA BLVD	SEA GRASS LN	22ND PL SW	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	35.41	High	BIKE LANE, 1 SIDE	\$18,668.09					
B99	SANTA BARBARA BLVD	22ND PL SW	STAR GRASS LN	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	0.00	30.41	High	BIKE LANE, 1 SIDE	\$14,560.57					
B99	SANTA BARBARA BLVD	17TH AVE SW	CEDAR TREE LN	0.03	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$8,920.42					
B99	SANTA BARBARA BLVD	WESTPORT LN	HUNTER BLVD	0.09	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	35.41	High	BIKE LANE, 1 SIDE	\$11,892.26					
B100	SATURN CT	CASTAWAYS ST	GREENBRIER ST	0.04	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.33	Medium	BIKE LANES, 2 SIDES	\$11,869.61	MARCO ISLAND				
B101	SEAGATE DR	CRAYTON RD	TAMIAMI TRL N	0.48												Medium	BIKE LANES, 2 SIDES	\$128,058.97	NAPLES				
B101	SEAGATE DR	MYRA JANCO DANIELS BLVD	TAMIAMI TRL N	0.23	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	3.92	22.34	Medium	BIKE LANES, 2 SIDES	\$61,571.49					
B101	SEAGATE DR	CRAYTON RD	MYRA JANCO DANIELS BLVD	0.25	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	3.92	22.34	Medium	BIKE LANES, 2 SIDES	\$66,487.48					
B102	SEAGRAPE DR	PERU ST	SWALLOW AVE	0.69												Low	BIKE LANES, 2 SIDES	\$182,387.98	MARCO ISLAND				
B102	SEAGRAPE DR		PERU ST	0.04	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$11,868.14					
B102	SEAGRAPE DR		AMBER DR	0.05	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	BIKE LANES, 2 SIDES	\$14,049.24					
B102	SEAGRAPE DR	SWAN DR	SWALLOW AVE	0.09	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	11.08	Low	BIKE LANES, 2 SIDES	\$25,172.49					
B102	SEAGRAPE DR	Q0523	BALTIC TER	0.15	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	3.92	8.92	Low	BIKE LANES, 2 SIDES	\$38,659.94					
B102	SEAGRAPE DR	BALTIC TER	VALLEY AVE	0.05	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	11.08	Low	BIKE LANES, 2 SIDES	\$14,146.46					
B102	SEAGRAPE DR	VALLEY AVE	MENDEL AVE	0.05	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	11.08	Low	BIKE LANES, 2 SIDES	\$14,041.59					
B102	SEAGRAPE DR		MENDEL AVE	0.05	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	11.08	Low	BIKE LANES, 2 SIDES	\$14,148.82					
B102	SEAGRAPE DR	AMBER DR	SWAN DR	0.19	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	0.00	11.08	Low	BIKE LANES, 2 SIDES	\$50,301.29					
B103	SMALLWOOD DR	BEGINNING OF ISLAND	END OF ISLAND	0.62												Low	PAVED SHOULDER, 2 SIDES	\$83,512.28	COLLIER	EXISTING SUBSTANDARD PAVED SHOULDERS & SUP MAY SUFFICE			
B103	SMALLWOOD DR	CHOKOLOSKEE DR	STOKES LN	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$17,506.76					
B103	SMALLWOOD DR		STOKES LN	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$6,431.61					
B103	SMALLWOOD DR	N LOPEZ LN	DEMERE LN	0.09	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low	PAVED SHOULDER, 2 SIDES	\$11,957.77					
B103	SMALLWOOD DR	SNOOK ALY	E CHOKOLOSKEE DR	0.06	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low	PAVED SHOULDER, 2 SIDES	\$7,828.74					
B103	SMALLWOOD DR	SMALLWOOD DR	E CHOKOLOSKEE DR	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$8,078.78					
B103	SMALLWOOD DR	CHOKOLOSKEE DR	SMALLWOOD DR	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$6,734.92					
B103	SMALLWOOD DR	COPELAND AVE S	N LOPEZ LN	0.18	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low	PAVED SHOULDER, 2 SIDES	\$24,973.69					
B104	SR 29 N	WESTCLOX ST	NEW MARKET RD W	0.10	0.00	6.92	0.00	6.08	5.83	0.00	0.00	0.00	0.00	3.92	22.75	Medium	BIKE LANE, 1 SIDE	\$12,908.76	COLLIER	L RTP PROJECT EXTENDS SOUTH TO IMMOKALEE DR.		X	
B105	SUNSHINE BLVD	GREEN BLVD	GOLDEN GATE PKWY	1.09												High	BIKE LANES, 2 SIDES	\$291,042.63	COLLIER				
B105	SUNSHINE BLVD	18TH CT SW	SUNSET RD	0.05	0.00	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	29.25	High	BIKE LANES, 2 SIDES	\$14,382.45					
B105	SUNSHINE BLVD	20TH CT SW	23RD AVE SW	0.26	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.25	High	BIKE LANES, 2 SIDES	\$69,509.50					

2012 COMPREHENSIVE PATHWAYS PLAN

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B105	SUNSHINE BLVD	17TH AVE SW	18TH PL SW	0.17	0.00	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	29.25	High	BIKE LANES, 2 SIDES	\$45,002.28					
B105	SUNSHINE BLVD	18TH PL SW	18TH CT SW	0.03	0.00	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	29.25	High	BIKE LANES, 2 SIDES	\$7,577.00					
B105	SUNSHINE BLVD	23RD AVE SW	LUCERNE RD	0.08	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	0.00	30.33	High	BIKE LANES, 2 SIDES	\$21,005.70					
B105	SUNSHINE BLVD	LUCERNE RD	GOLDEN GATE PKWY	0.10	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.25	High	BIKE LANES, 2 SIDES	\$27,036.18					
B105	SUNSHINE BLVD	GREEN BLVD	16TH PL SW	0.08	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	3.92	23.42	High	BIKE LANES, 2 SIDES	\$20,712.10					
B105	SUNSHINE BLVD	16TH PL SW	17TH AVE SW	0.08	0.00	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	29.25	High	BIKE LANES, 2 SIDES	\$22,105.66					
B105	SUNSHINE BLVD	SUNSET RD	20TH PL SW	0.19	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.25	High	BIKE LANES, 2 SIDES	\$51,621.96					
B105	SUNSHINE BLVD	20TH PL SW	20TH CT SW	0.05	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	3.92	34.25	High	BIKE LANES, 2 SIDES	\$12,089.81					
B106	TAMIAMI TRL E	SR 29	TURNER RIVER RD	6.67												Low	PAVED SHOULDER, 2 SIDES & 1 SIDE	\$753,561.37	COLLIER	TIP PROJECT INCLUDES INSTALLATION OF WILDLIFE CROSSING SIGNS WEST OF TURNER RD TO TURNER RIVER CANAL	ENV 2012/13 DEM \$291,593. 2013/14 \$150,934		
B106	TAMIAMI TRL E	SATINWOOD DR	BIRDON RD	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$105,345.30					
B106	TAMIAMI TRL E	BASS LAKE RD	TURNER RIVER RD	2.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 1 SIDE	\$148,578.45					
B106	TAMIAMI TRL E	BIRDON RD	BASS LAKE RD	1.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$135,947.41					
B106	TAMIAMI TRL E	SR 29	SATINWOOD DR	2.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	PAVED SHOULDER, 2 SIDES	\$363,690.22					
B107	TAMIAMI TRL E	COLLIER BLVD	MONDAGO LN	0.46	0.00	0.00	0.00	6.08	0.00	0.00	5.00	4.67	0.00	3.92	19.67	High	PAVED SHOULDER, 1 SIDE	\$30,823.85	COLLIER	LRTP PROJECT EXTENDS SOUTHEAST TO EAST OF	CST 2012/2013 CIGP \$3,180,888 LFP 8,005,019	X	
B108	TAMIAMI TRL N	HARBOUR DR	PELICAN BAY BLVD	2.58												High	BIKE LANES, 2 SIDES	\$685,823.83	NAPLES				
B108	TAMIAMI TRL N	CASTELLO DR	SEAGATE DR	0.07	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	3.92	30.92	High	BIKE LANES, 2 SIDES	\$18,921.52					
B108	TAMIAMI TRL N	TRAIL TERRACE DR	SOLANA RD	0.09	0.00	6.92	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$24,504.60					
B108	TAMIAMI TRL N	RIDGE ST	HIGHPOINT DR	0.12	0.00	6.92	6.50	6.08	0.00	5.08	0.00	0.00	3.92	0.00	28.50	High	BIKE LANES, 2 SIDES	\$31,810.30					
B108	TAMIAMI TRL N	HARBOUR DR	CREECH RD	0.10	0.00	6.92	6.50	6.08	0.00	5.08	0.00	0.00	3.92	0.00	28.50	High	BIKE LANES, 2 SIDES	\$27,284.85					
B108	TAMIAMI TRL N	FRANK WHITEMAN BLVD	CYPRESS WOODS DR	0.15	0.00	0.00	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	15.08	Medium	BIKE LANES, 2 SIDES	\$38,615.36					
B108	TAMIAMI TRL N	SHADY REST LN	MORNINGSIDE DR	0.11	0.00	6.92	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$30,354.69					
B108	TAMIAMI TRL N	CYPRESS WOODS DR	MICHIGAN AVE	0.05	0.00	0.00	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	15.08	Medium	BIKE LANES, 2 SIDES	\$13,086.84					
B108	TAMIAMI TRL N	CREECH RD	ROSEMARY LN	0.10	0.00	6.92	6.50	6.08	0.00	5.08	0.00	0.00	3.92	0.00	28.50	High	BIKE LANES, 2 SIDES	\$25,622.06					
B108	TAMIAMI TRL N	LAUREL OAK DR	PELICAN BAY BLVD	0.18	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	3.92	30.92	High	BIKE LANES, 2 SIDES	\$47,248.87					
B108	TAMIAMI TRL N	OHIO DR	FRANK WHITEMAN BLVD	0.15	0.00	0.00	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	15.08	Medium	BIKE LANES, 2 SIDES	\$39,916.01					
B108	TAMIAMI TRL N	CASTELLO DR	CASTELLO DR	0.31	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	3.92	30.92	High	BIKE LANES, 2 SIDES	\$81,576.91					
B108	TAMIAMI TRL N	ROSEMARY LN	RIDGE ST	0.06	0.00	6.92	6.50	6.08	0.00	5.08	0.00	0.00	3.92	0.00	28.50	High	BIKE LANES, 2 SIDES	\$16,819.97					
B108	TAMIAMI TRL N	GRANADA BLVD	CASTELLO DR	0.19	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	3.92	30.92	High	BIKE LANES, 2 SIDES	\$51,471.36					
B108	TAMIAMI TRL N	SOLANA RD	SHADY REST LN	0.07	0.00	6.92	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$18,552.18					
B108	TAMIAMI TRL N	HIGH POINT DR	OHIO DR	0.16	0.00	6.92	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$43,370.68					
B108	TAMIAMI TRL N	MICHIGAN AVE	TRAIL TERRACE DR	0.13	0.00	0.00	0.00	6.08	0.00	5.08	0.00	0.00	3.92	0.00	15.08	Medium	BIKE LANES, 2 SIDES	\$33,302.77					
B108	TAMIAMI TRL N	MORNINGSIDE DR	GRANADA BLVD	0.26	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	0.00	27.00	High	BIKE LANES, 2 SIDES	\$68,588.00					
B108	TAMIAMI TRL N	PINE RIDGE RD	LAUREL OAK DR	0.28	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	3.92	30.92	High	BIKE LANES, 2 SIDES	\$74,776.86					
B109	TAMIAMI TRL N	BANYAN RD	PELICAN BAY BLVD	0.19	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	3.92	0.00	27.33	High	BIKE LANE, 1 SIDE	\$24,730.31	COLLIER	TIP PROJECT EXTENDS NORTH TO VANDERBILT BEACH ROAD	CST 2014/15 DIH 41,102 & SU \$842, 521. PE		
B110	THOMASSON DR	BAYSHORE DR	ORCHARD LN	0.70												High	BIKE LANES, 2 SIDES	\$185,172.52	COLLIER				
B110	THOMASSON DR	ALLADIN LN	LOMBARDY LN	0.14	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$38,378.38					
B110	THOMASSON DR	ACADIA LN	VERITY LN	0.07	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	0.00	23.08	High	BIKE LANES, 2 SIDES	\$19,241.65					
B110	THOMASSON DR	DOMINION DR	ACADIA LN	0.05	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	0.00	23.08	High	BIKE LANES, 2 SIDES	\$12,970.37					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B110	THOMASSON DR	VERITY LN	ALLADIN LN	0.09	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	0.00	23.08	High	BIKE LANES, 2 SIDES	\$25,005.67					
B110	THOMASSON DR	LOMBARDY LN	ORCHARD LN	0.06	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	0.00	29.58	High	BIKE LANES, 2 SIDES	\$15,008.97					
B110	THOMASSON DR	BAYSHORE DR	DOMINION DR	0.28	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	0.00	23.08	High	BIKE LANES, 2 SIDES	\$74,567.48					
B111	TIGERTAIL CT	HERNANDO DR	N COLLIER BLVD	0.39												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$69,714.42	MARCO ISLAND		PROGRAMMED		X
B111	TIGERTAIL CT	DORANDO	CENTURY CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,785.33					
B111	TIGERTAIL CT	CENTURY CT	N COLLIER BLVD	0.13	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$22,887.99					
B111	TIGERTAIL CT	HERNANDO DR	CRESCENT ST	0.12	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$21,200.23					
B111	TIGERTAIL CT	CRESCENT ST	DORANDO CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,840.87					
B112	VANDERBILT BEACH RD	"BEACH"	GULF PAVILLION DR	1.05												High	BIKE LANES, 2 SIDES	\$280,393.49	COLLIER				
B112	VANDERBILT BEACH RD	VANDERBILT DR	POINTE DR	0.29	7.08	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.08	High	BIKE LANES, 2 SIDES	\$76,707.02					
B112	VANDERBILT BEACH RD	POINTE DR	BEACHWALK CIR	0.17	7.08	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.08	High	BIKE LANES, 2 SIDES	\$45,085.12					
B112	VANDERBILT BEACH RD	BEACH GATE DR	GULF PAVILLION DR	0.22	7.08	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	29.08	High	BIKE LANES, 2 SIDES	\$58,314.32					
B112	VANDERBILT BEACH RD	"BEACH"	GULFSHORE DR	0.03	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	12.08	Medium	BIKE LANES, 2 SIDES	\$7,791.75					
B112	VANDERBILT BEACH RD	GULF SHORE CT	COMMERCE ST	0.11	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$28,501.31					
B112	VANDERBILT BEACH RD	SOUTHBAY DR	VANDERBILT DR	0.11	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$30,004.07					
B112	VANDERBILT BEACH RD	LAUNCH CIR	VANDERBILT DR	0.07	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	0.00	24.41	High	BIKE LANES, 2 SIDES	\$19,253.39					
B112	VANDERBILT BEACH RD	GULFSHORE DR	GULF SHORE CT	0.06	7.08	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	18.58	Medium	BIKE LANES, 2 SIDES	\$14,736.52					
B113	VANDERBILT BEACH RD	COLLIER BLVD	SUNDANCE RD +	2.01												Low	BIKE LANES, 1 SIDE & 2 SIDES	\$515,045.04	COLLIER	L RTP PROJECT EXTENDS EAST TO WILSON BLVD		X	
B113	VANDERBILT BEACH RD	SUNDANCE RD		0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	High	BIKE LANES, 2 SIDES	\$133,246.73					
B113	VANDERBILT BEACH RD	MASSEY ST	SUNDANCE RD	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$133,028.20					
B113	VANDERBILT BEACH RD	DANBURY BLVD	MASSEY ST	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$63,262.04					
B113	VANDERBILT BEACH RD	WEBER BLVD N	DANBURY BLVD	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	BIKE LANES, 2 SIDES	\$164,859.58					
B113	VANDERBILT BEACH RD	COLLIER BLVD	WEBER BLVD N	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	4.67	Low	BIKE LANE, 1 SIDE	\$20,648.50					
B114	VANDERBILT DR	BLUEBILL AVE	DOCKSIDE DR	1.39												High	BIKE LANES, 2 SIDES	\$371,102.41	COLLIER				
B114	VANDERBILT DR	BLUEBILL AVE	CAPT N KATE CT	0.25	7.08	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	30.17	High	BIKE LANES, 2 SIDES	\$67,310.81					
B114	VANDERBILT DR	ROMA CT	DOCKSIDE DR	1.08	7.08	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	30.17	High	BIKE LANES, 2 SIDES	\$286,732.47					
B114	VANDERBILT DR	CAPT N KATE CT	ROMA CT	0.06	7.08	6.92	0.00	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.67	High	BIKE LANES, 2 SIDES	\$17,059.13					
B115	VANDERBILT DR	2ND ST	BONITA BEACH RD	0.12												Low	BIKE LANES, 2 SIDES	\$32,559.80	COLLIER				
B115	VANDERBILT DR	1ST ST	BONITA BEACH RD	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.67	0.00	0.00	4.67	Low	BIKE LANES, 2 SIDES	\$16,536.57					
B115	VANDERBILT DR	2ND ST	1ST ST	0.06	0.00	0.00	6.50	0.00	0.00	0.00	0.00	4.67	0.00	0.00	11.17	Low	BIKE LANES, 2 SIDES	\$16,023.23					
B116	VANDERBILT DR	VANDERBILT BEACH RD	111TH AVE N	1.34											22.34	Medium	BIKE LANES, 2 SIDES	\$356,484.93	COLLIER				
B116	VANDERBILT DR	97TH AVE N	98TH AVE N	0.06	0.00	0.00	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	16.17	Medium	BIKE LANES, 2 SIDES	\$16,117.51					
B116	VANDERBILT DR	103RD AVE N	GERMAIN AVE	0.01	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	Medium	BIKE LANES, 2 SIDES	\$2,609.17					
B116	VANDERBILT DR	PALM CT	94TH AVE N	0.05	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$12,458.96					
B116	VANDERBILT DR	93RD AVE N	PALM CT	0.02	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$4,229.53					
B116	VANDERBILT DR	110TH AVE N	111TH AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$15,861.82					
B116	VANDERBILT DR	FLAMINGO AVE	110TH AVE N	0.02	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$4,983.92					
B116	VANDERBILT DR	102ND AVE N	103RD AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$15,833.42					
B116	VANDERBILT DR	109TH AVE N	FLAMINGO AVE	0.04	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$11,649.25					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B116	VANDERBILT DR	HERON AVE	109TH AVE N	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$9,154.56					
B116	VANDERBILT DR	108TH AVE N	HERON AVE	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$7,456.67					
B116	VANDERBILT DR	92ND AVE N	93RD AVE N	0.06	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$16,606.28					
B116	VANDERBILT DR	PINE AVE	97TH AVE N	0.01	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$2,649.04					
B116	VANDERBILT DR	WILLETT AVE	101ST AVE N	0.02	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$5,254.51					
B116	VANDERBILT DR	100TH AVE N	WILLETT AVE	0.04	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$11,354.03					
B116	VANDERBILT DR	EGRET AVE	108TH AVE N	0.05	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$13,252.19					
B116	VANDERBILT DR	107TH AVE N	EGRET AVE	0.01	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$3,402.32					
B116	VANDERBILT DR	104TH AVE N	SEABEE AVE	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$6,876.90					
B116	VANDERBILT DR	TRADE WINDS AVE	100TH AVE N	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$8,760.08					
B116	VANDERBILT DR	LAGOON AVE	99TH AVE N	0.05	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$12,280.12					
B116	VANDERBILT DR	91ST AVE N	92ND AVE N	0.07	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$17,526.39					
B116	VANDERBILT DR	95TH AVE N	96TH AVE N	0.05	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$13,144.41					
B116	VANDERBILT DR	OAK AVE	95TH AVE N	0.03	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$6,979.47					
B116	VANDERBILT DR	94TH AVE N	OAK AVE	0.04	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$9,621.37					
B116	VANDERBILT DR	96TH AVE N	97TH AVE N	0.06	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$17,231.66					
B116	VANDERBILT DR	SEAGULL AVE	102ND AVE N	0.01	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$1,798.66					
B116	VANDERBILT DR	101ST AVE N	SEAGULL AVE	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$14,872.39					
B116	VANDERBILT DR	105TH AVE N	106TH AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$16,435.47					
B116	VANDERBILT DR	VANDERBILT BEACH RD	91ST AVE N	0.10	0.00	0.00	6.50	0.00	5.83	0.00	5.00	4.67	0.00	0.00	22.00	Medium	BIKE LANES, 2 SIDES	\$26,136.89					
B116	VANDERBILT DR	99TH AVE N	TRADEWINDS AVE	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$7,886.19					
B116	VANDERBILT DR	106TH AVE N	107TH AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$16,846.32					
B116	VANDERBILT DR	103RD AVE N	104TH AVE N	0.05	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	Medium	BIKE LANES, 2 SIDES	\$13,193.61					
B116	VANDERBILT DR	98TH AVE N	LAGOON AVE	0.02	0.00	0.00	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	16.17	Medium	BIKE LANES, 2 SIDES	\$4,306.19					
B116	VANDERBILT DR	SEABEE AVE	105TH AVE N	0.04	0.00	6.92	6.50	0.00	0.00	0.00	5.00	4.67	0.00	0.00	23.09	High	BIKE LANES, 2 SIDES	\$9,715.66					
B117	W INLET DR	TRAVIDA TER	ADDISON CT	0.49												Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$86,543.22	MARCO ISLAND			X	
B117	W INLET DR	INLET DR	LUDLOW RD	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$10,067.90					
B117	INLET DR	TRAVIDA TER	OLD CT	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$45,216.97					
B117	W INLET DR	LUDLOW RD	ADDISON CT	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$31,258.34					
B118	W MAIN ST	N 1ST ST	N 15TH ST	0.71												High	BIKE LANES, 2 SIDES	\$189,157.41	COLLIER				
B118	W MAIN ST	N 2ND ST	N 3RD ST	0.07	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$17,581.59					
B118	W MAIN ST	N 3RD ST	N 4TH ST	0.07	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$17,523.77					
B118	W MAIN ST	N 4TH ST	S 4TH ST	0.02	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$4,589.95					
B118	W MAIN ST	S 4TH ST	N 5TH ST	0.04	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$11,275.73					
B118	W MAIN ST	N 6TH ST	N 7TH ST	0.13	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$33,449.50					
B118	W MAIN ST	N 6TH ST	N 7TH ST	0.07	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$17,839.52					
B118	W MAIN ST	N 5TH ST	S 6TH ST	0.04	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$10,441.16					
B118	W MAIN ST	S 6TH ST	N 6TH ST	0.02	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$5,041.68					
B118	W MAIN ST	N 9TH ST	HANCOCK ST	0.12	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$33,071.30					

2012 COMPREHENSIVE PATHWAYS PLAN

Bicycle Priority Needs

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B118	W MAIN ST	JUMP ST	N 15TH ST	0.10	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$25,983.67					
B118	W MAIN ST	W MAIN ST	N 11TH ST	0.05	7.08	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	0.00	42.49	High	BIKE LANES, 2 SIDES	\$12,359.55					
B119	WARREN ST	SAINT ANDREWS BLVD	CAROLINA AVE	0.26	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	3.92	28.17	High	BIKE LANES, 2 SIDES	\$70,455.58	COLLIER				
B120	WESTCLOX ST	N 15TH ST	CARSON RD	1.05	0.00	6.92	6.50	6.08	5.83	0.00	0.00	0.00	0.00	3.92	29.25	High	BIKE LANES, 2 SIDES	\$279,335.38	COLLIER				
B121	WHITE BLVD	23RD ST SW	COLLIER BLVD	2.15												Low	PAVED SHOULDER, 2 SIDES	\$290,281.02	COLLIER	LRTP PROJECT ENDS AT 31ST ST SW. TIP PROJECT ENDS AT GOLDEN	CST 2013/13 ACSA \$336,380 & SA \$112,420	X	
B121	WHITE BLVD	25TH ST SW	27TH ST SW	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,784.41					
B121	WHITE BLVD	27TH ST SW	29TH ST SW	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,800.02					
B121	WHITE BLVD	29TH ST SW	31ST ST SW	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,801.57					
B121	WHITE BLVD	31ST ST SW	WEBER BLVD S	1.00	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$135,836.61					
B121	WHITE BLVD	WEBER BLVD S	39TH ST SW	0.12	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$16,181.66					
B121	WHITE BLVD	39TH ST SW	COLLIER BLVD	0.03	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$3,815.32					
B121	WHITE BLVD	23RD ST SW	25TH ST SW	0.24	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	PAVED SHOULDER, 2 SIDES	\$33,061.43					
B122	WIGGINS PASS RD	TAMIAMI TRL N	VANDERBILT DR	1.02												Low	BIKE LANES, 2 SIDES	\$270,450.84	COLLIER				
B122	WIGGINS PASS RD	CENTER LN	TAMIAMI TRL N	0.16	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$41,777.73					
B122	WIGGINS PASS RD	WEST LN	CENTER LN	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	BIKE LANES, 2 SIDES	\$15,736.17					
B122	WIGGINS PASS RD	TARPON COVE DR	WEST LN	0.18	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	BIKE LANES, 2 SIDES	\$48,989.29					
B122	WIGGINS PASS RD	GULF HARBOR DR	TARPON COVE DR	0.13	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	BIKE LANES, 2 SIDES	\$35,417.22					
B122	WIGGINS PASS RD	WIGGINS BAY DR	GULF HARBOR DR	0.14	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	Low	BIKE LANES, 2 SIDES	\$37,393.05					
B122	WIGGINS PASS RD	WIGGINS BAY DR	VANDERBILT DR	0.34	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	0.00	11.50	Low	BIKE LANES, 2 SIDES	\$91,137.38					
B123	WILSON BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	3.21												Low	PAVED SHOULDER, 2 SIDES	\$434,641.79	COLLIER			X	
B123	WILSON BLVD N	JUNG BLVD E	18TH AVE NE	0.12	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$16,834.04					
B123	WILSON BLVD N	12TH AVE NE	14TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,856.88					
B123	WILSON BLVD N	14TH AVE NE	16TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,743.15					
B123	WILSON BLVD N	10TH AVE NE	12TH AVE NW	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,774.09					
B123	WILSON BLVD N	16TH AVE NE	JUNG BLVD E	0.12	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$16,781.09					
B123	WILSON BLVD N	24TH AVE NE	IMMOKALEE RD	0.21	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$28,089.23					
B123	WILSON BLVD N	18TH AVE NE	20TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,854.03					
B123	WILSON BLVD N	GOLDEN GATE BLVD E	10TH AVE NE	1.26	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$170,095.48					
B123	WILSON BLVD N	20TH AVE NE	22ND AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,689.85					
B123	WILSON BLVD N	22ND AVE NE	24TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	0.00	6.08	Low	PAVED SHOULDER, 2 SIDES	\$33,923.96					
B124	WINTERBERRY DR	S HEATHWOOD DR	S BARFIELD DR	0.81												High	12' SUP, 1 SIDE	\$264,937.89	MARCO ISLAND		PROGRAMMED		X
B124	WINTERBERRY DR		PARTRIDGE CT	0.09	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	12' SUP, 1 SIDE	\$28,216.07					
B124	WINTERBERRY DR		FIELDSTONE DR	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	12' SUP, 1 SIDE	\$24,362.65					
B124	WINTERBERRY DR		PERU ST	0.08	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	12' SUP, 1 SIDE	\$25,022.97					
B124	WINTERBERRY DR	LANDMARK ST	ALLEY	0.04	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	12' SUP, 1 SIDE	\$13,084.03					
B124	WINTERBERRY DR	S COLLIER BLVD	LANDMARK ST	0.10	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	3.92	14.75	Medium	12' SUP, 1 SIDE	\$32,352.65					
B124	WINTERBERRY DR	SHALIMAR ST	S HEATHERWOOD DR	0.20	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	12' SUP, 1 SIDE	\$65,837.59					
B124	WINTERBERRY DR		SHALIMAR ST	0.23	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	12' SUP, 1 SIDE	\$76,061.92					
B125	WINTERBERRY DR	S HEATHWOOD DR	S COLLIER BLVD	0.79												High	WIDE SIDEWALK/ SUP, 1 SIDE	\$139,907.73	MARCO ISLAND		PROGRAMMED		

2012 COMPREHENSIVE PATHWAYS PLAN
Bicycle Priority Needs

Bicycle Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6B - Bike Connectivity	7 - Activity Center	8 - Continuous Bike Route	9 - Corridor	10 - Transit Reliance	Total Bike Score	Bicycle Need Ranking	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project	Cost Also Identified as Ped Need
B125	WINTERBERRY DR		PERSIAN CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,835.28					
B125	WINTERBERRY DR	CAPRI CT	SAND HILL ST	0.06	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$11,461.47					
B125	WINTERBERRY DR		PHEASANT CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,767.00					
B125	WINTERBERRY DR	S HEATHERWOOD DR	PEACOCK TER	0.06	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$10,016.82					
B125	WINTERBERRY DR	SAND HILL ST	S BARFIELD DR	0.26	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$45,602.29					
B125	WINTERBERRY DR	PEACOCK TER	BARCELONA CT	0.20	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	10.83	Low	WIDE SIDEWALK/ SUP, 1 SIDE	\$34,594.85					
B125	WINTERBERRY DR		CAPRI CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	0.00	17.75	Medium	WIDE SIDEWALK/ SUP, 1 SIDE	\$12,630.02					

TOTAL: \$41,247,724.76

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P1	111TH AVE N	6TH ST N	8TH ST N	0.51											High	adjusted to maintain project continuity	SW One Side & Both Sides	\$73,830.58	COLLIER			
P1	111TH AVE N	6TH ST N	SOLIEL DR	0.12	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium	adjusted to maintain project continuity	SW, 1 Side	\$13,569.44				
P1	111TH AVE N	SOLIEL DR	7TH ST N	0.14	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	24.25	High		SW, 2 Sides	\$31,117.98				
P1	111TH AVE N	7TH ST N	8TH ST N	0.25	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	24.25	High		SW, 1 Side	\$29,143.15				
P2	16TH AVE SW	9TH ST SW	23RD ST SW	1.91											Low		SW, 2 Sides	\$438,951.79	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P2	16TH AVE SW	19TH ST SW	21ST ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,359.26				
P2	16TH AVE SW		9TH ST SW	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$37,615.77				
P2	16TH AVE SW	9TH ST SW	11TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,519.69				
P2	16TH AVE SW	11TH ST SW	13TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,087.84				
P2	16TH AVE SW	13TH ST SW	15TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,421.89				
P2	16TH AVE SW	15TH ST SW	17TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,403.72				
P2	16TH AVE SW	17TH ST SW	19TH ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,239.68				
P2	16TH AVE SW	21ST ST SW	23RD ST SW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,303.94				
P3	23RD ST SW	WHITE BLVD	16TH AVE SW	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$200,654.50	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		
P4	ADDISON CT	W INLET DR	E INLET DR	0.14											Low		8' SW, 1 Side	\$24,766.88	MARCO			
P4	ADDISON CT	W INLET DR	LEO CT	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		8' SW, 1 Side	\$11,784.44				
P4	ADDISON CT	LEO CT	E INLET DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		8' SW, 1 Side	\$12,982.44				
P5	AIRPORT PULLING RD N	CURLING AVE	IMMOKALEE RD	0.37											High		SW, 1 Side	\$42,063.88	COLLIER	SEGMENT BETWEEN P5 & P6 MAY NEED RETROFIT TO ADDRESS DRAINAGE ISSUES		X
P5	AIRPORT PULLING RD N	NAPLES TRACE CIR	IMMOKALEE RD	0.23	0.00	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	27.00	High		SW, 1 Side	\$26,711.31				
P5	AIRPORT PULLING RD N	CURLING AVE	NAPLES TRACE CIR	0.13	0.00	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	27.00	High		SW, 1 Side	\$15,352.57				
P6	AIRPORT PULLING RD N	VANDERBILT BEACH RD	NOTTINGHAM DR	0.99											High		SW, 1 Side	\$113,417.79	COLLIER	SEGMENT BETWEEN P5 & P6 MAY NEED RETROFIT TO ADDRESS DRAINAGE ISSUES		X
P6	AIRPORT PULLING RD N	VANDERBILT BEACH RD	GALLERIA DR	0.25	0.00	6.92	0.00	6.08	5.83	5.08	5.00	3.92	0.00	32.83	High		SW, 1 Side	\$28,410.61				
P6	AIRPORT PULLING RD N	TIBURON BLVD E	NOTTINGHAM DR	0.40	0.00	6.92	6.50	6.08	0.00	5.08	5.00	3.92	0.00	33.50	High		SW, 1 Side	\$45,748.85				
P6	AIRPORT PULLING RD N	GALLERIA DR	PELICAN MARSH BLVD	0.34	0.00	6.92	0.00	6.08	5.83	5.08	5.00	3.92	0.00	32.83	High		SW, 1 Side	\$39,258.34				
P7	AIRPORT PULLING RD N	LONGBOAT DR	TIMBERWOOD CIR	2.37											High		SW, 1 Side	\$272,012.52	COLLIER			
P7	AIRPORT PULLING RD N	POINCIANA DR	BAILEY LN	0.16	0.00	6.92	6.50	6.08	0.00	5.08	5.00	3.92	0.00	33.50	High		SW, 1 Side	\$17,921.14				
P7	AIRPORT PULLING RD N	COACH HOUSE LN	PONCE DE LEON DR	0.16	0.00	6.92	6.50	6.08	0.00	5.08	5.00	3.92	0.00	33.50	High		SW, 1 Side	\$17,892.45				
P7	AIRPORT PULLING RD N	LONGBOAT DR	GOLDEN GATE PKWY	0.44	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$50,314.46				
P7	AIRPORT PULLING RD N	PINEWOODS CIR	TIMBERWOOD CIR	0.28	0.00	0.00	6.50	6.08	0.00	5.08	5.00	3.92	0.00	26.58	High		SW, 1 Side	\$31,732.86				
P7	AIRPORT PULLING RD N	HAWKSRIDGE DR	PINEWOODS CIR	0.22	0.00	6.92	6.50	6.08	0.00	5.08	0.00	3.92	0.00	28.50	High		SW, 1 Side	\$25,710.67				
P7	AIRPORT PULLING RD N	GOLDEN GATE PKWY	HALSTATT DR	0.39	0.00	6.92	0.00	6.08	5.83	5.08	5.00	3.92	0.00	32.83	High		SW, 1 Side	\$44,657.27				
P7	AIRPORT PULLING RD N	HALSTATT DR	COACH HOUSE LN	0.33	0.00	6.92	6.50	6.08	0.00	5.08	5.00	3.92	0.00	33.50	High		SW, 1 Side	\$38,104.14				
P7	AIRPORT PULLING RD N	BAILEY LN	HAWKSRIDGE DR	0.20	0.00	6.92	0.00	6.08	0.00	5.08	0.00	3.92	0.00	22.00	High		SW, 1 Side	\$22,414.95				
P7	AIRPORT PULLING RD N	PONCE DE LEON DR	GREY OAKS BLVD W	0.20	0.00	6.92	6.50	6.08	0.00	5.08	5.00	3.92	0.00	33.50	High		SW, 1 Side	\$23,264.58				
P8	BALD EAGLE DR	N COLLIER BLVD	GIRALDA CT	0.61											Medium		8' SW, 1 Side	\$109,080.81	MARCO ISLAND			
P8	BALD EAGLE DR		ELKHORN CT	0.07	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		8' SW, 1 Side	\$12,420.16				
P8	BALD EAGLE DR		N BARFIELD DR	0.19	0.00	0.00	6.50	0.00	5.83	0.00	5.00	3.92	0.00	21.25	High		8' SW, 1 Side	\$33,494.44				
P8	BALD EAGLE DR	CHALMER DR	WINDWARD DR	0.11	0.00	0.00	0.00	0.00	5.83	0.00	5.00	3.92	0.00	14.75	Medium	adjusted to maintain project continuity	8' SW, 1 Side	\$20,021.16				
P8	BALD EAGLE DR	N COLLIER BLVD	CHALMER DR	0.11	0.00	0.00	0.00	0.00	5.83	0.00	5.00	3.92	0.00	14.75	Medium	adjusted to maintain project continuity	8' SW, 1 Side	\$19,530.20				
P8	BALD EAGLE DR		GIRALDA CT	0.04	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.23	Medium		8' SW, 1 Side	\$7,379.58				
P8	BALD EAGLE DR		GIRALDA CT	0.09	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.23	Medium		8' SW, 1 Side	\$16,235.26				
P9	BANYAN BLVD	Gulshore BLVD N	9th ST N	0.71											High		One Side & Both Sides	\$141,795.98	NAPLES			
P9	BANYAN BLVD		PINE CT	0.08	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	3.92	26.75	High		SW, 2 Sides	\$17,263.87				
P9	BANYAN BLVD		YUCCA RD	0.10	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$22,564.00				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P9	BANYAN BLVD		MUREX DR	0.07	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	29.33	High		SW, 2 Sides	\$16,760.82				
P9	BANYAN BLVD	BANYAN CIR	BANYAN CIR	0.07	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	3.92	26.75	High		SW, 2 Sides	\$15,332.92				
P9	BANYAN BLVD		MANDARIN RD	0.07	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	3.92	26.75	High		SW, 2 Sides	\$17,196.02				
P9	BANYAN BLVD		PINE CT	0.07	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	3.92	26.75	High		SW, 2 Sides	\$16,499.85				
P9	BANYAN BLVD		BANYAN CIR	0.06	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	3.92	26.75	High		SW, 2 Sides	\$14,625.97				
P9	BANYAN BLVD		12TH AVE N	0.02	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	3.92	26.75	High		SW, 1 Side	\$2,860.40				
P9	BANYAN BLVD		CRAYTON RD	0.16	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	29.33	High		SW, 1 Side	\$18,692.13				
P10	BROADWAY E	COPELAND AVE N	COLLIER AVE	0.12											High		SW, 1 Side	\$13,443.18	EVERGLADES CITY			
P10	BROADWAY E	COPELAND AVE N	BUCKNER AVE N	0.07	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium	adjusted to maintain project continuity	SW, 1 Side	\$8,411.76				
P10	BROADWAY E		COLLIER AVE	0.04	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium	adjusted to maintain project continuity	SW, 1 Side	\$5,031.43				
P11	BROWARD ST	TAMIAMI TRL E	CAROLINA AVE	0.41											Medium		SW, 2 Sides	\$108,827.89	COLLIER			
P11	BROWARD ST	GEORGIA AVE	CAROLINA AVE	0.25	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	3.92	17.34	Medium		SW, 2 Sides	\$56,509.77				
P11	BROWARD ST	FLORIDAN AVE	GEORGIA AVE	0.16	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	3.92	17.34	Medium		SW, 2 Sides	\$36,508.32				
P11	BROWARD ST	TAMIAMI TRL E	FLORIDAN AVE	0.07	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	3.92	17.34	Medium		SW, 2 Sides	\$15,809.80				
P12	CAMP KEAIS RD	IMMOKALEE RD	OIL WELL RD	5.68											Low		SW, 2 Sides	\$1,302,380.94	COLLIER			
P12	CAMP KEAIS RD	PACIFIC GRADE RD	OIL WELL RD	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$343,227.86	COLLIER			
P12	CAMP KEAIS RD	POPE JOHN PAUL II BLVD	PACIFIC GRADE RD	1.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$354,927.52	COLLIER			
P12	CAMP KEAIS RD	IMMOKALEE RD	POPE JOHN PAUL II BLVD	2.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$604,225.56	COLLIER			
P13	CAPRI BLVD	ANTIGUA ST	COLLIER BLVD	1.49											Low		One Side & Both Sides	\$307,869.55	COLLIER			
P13	CAPRI BLVD	SAMAR LN	COLLIER BLVD	1.20	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low		SW, 2 Sides	\$274,237.80	COLLIER			
P13	CAPRI BLVD	GRENADA AVE	LUZON AVE	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$9,530.03				
P13	CAPRI BLVD	LUZON AVE	PANAY AVE	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$9,580.35				
P13	CAPRI BLVD	ANTIGUA ST	GRENADA AVE	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$9,688.14				
P13	CAPRI BLVD	PANAY AVE	SAMAR LN	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$4,833.23				
P14	CAROLINA AVE	WARREN ST	BROWARD ST	0.65											High		Both Sides	\$149,524.00	COLLIER			
P14	CAROLINA AVE	CARLTON ST	MARTIN ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	3.92	28.17	High		SW, 2 Sides	\$14,430.16				
P14	CAROLINA AVE	GILCHRIST ST	BROWARD ST	0.07	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	3.92	22.34	High		SW, 2 Sides	\$14,946.22				
P14	CAROLINA AVE	WARREN ST	HOLLAND ST	0.12	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	3.92	28.17	High		SW, 2 Sides	\$28,587.33				
P14	CAROLINA AVE	HOLLAND ST	SHOLTZ ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	3.92	28.17	High		SW, 2 Sides	\$14,412.03				
P14	CAROLINA AVE	MARTIN ST	HARDEE ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	3.92	28.17	High		SW, 2 Sides	\$14,837.85				
P14	CAROLINA AVE	HARDEE ST	CATTS ST	0.06	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	3.92	28.17	High		SW, 2 Sides	\$14,392.09				
P14	CAROLINA AVE	CATTS ST	TRAMMEL ST	0.08	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	3.92	22.34	High		SW, 2 Sides	\$17,597.45				
P14	CAROLINA AVE	SHOLTZ ST	CARLTON ST	0.07	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	3.92	28.17	High		SW, 2 Sides	\$15,975.19				
P14	CAROLINA AVE	TRAMMELL ST	GILCHRIST ST	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	3.92	22.34	High		SW, 2 Sides	\$14,345.68				
P15	CARSON RD	IMMOKALEE DR	WESTCLOX ST	1.01											High		One Side	\$115,841.04	COLLIER	PROGRAMMED		
P15	CARSON RD	LAKE TRAFFORD RD	REFLECTIONS AVE	0.12	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	23.42	High		SW, 1 Side	\$13,325.63				
P15	CARSON RD	EDEN AVE	DIMAR LN	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$3,931.35				
P15	CARSON RD	BRADLEY DR	CAMBRIDGE CT	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$3,897.65				
P15	CARSON RD	WILTON CT	BRADLEY DR	0.01	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$1,589.30				
P15	CARSON RD	CURRY RD	WILTON CT	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$3,050.74				
P15	CARSON RD	DIMAR LN	MAX DR	0.03	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$3,582.10				
P15	CARSON RD	REFLECTIONS WAY	REFLECTIONS WAY	0.08	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	23.42	High		SW, 1 Side	\$8,904.35				
P15	CARSON RD	REFLECTIONS WAY	CURRY RD	0.06	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$6,954.43				
P15	CARSON RD	GINGER LN	WESTCLOX ST	0.05	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$5,456.63				

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P15	CARSON RD	MAX DR	GINGER LN	0.01	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	0.00	13.00	Medium	adjusted to maintain project continuity	SW, 1 Side	\$1,459.49				
P15	CARSON RD	IMMOKALEE DR	LINCOLN BLVD	0.10	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$11,329.64				
P15	CARSON RD	LINCOLN BLVD	LAKE TRAFFORD RD	0.41	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	23.42	High		SW, 1 Side	\$46,798.96				
P15	CARSON RD	CAMBRIDGE CT	EDEN AVE	0.05	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$5,560.78				
P16	CHARLOTTE ST	JEFFERSON AVE W	IMMOKALEE DR	0.01	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	30.33	High		SW, 1 Side	\$1,424.97	COLLIER			
P17	COLLIER AVENUE	BROADWAY E	DUPONT ST	1.08											High		One Side & Both Sides	\$155,968.32	EVERGLADES CITY			
P17	COLLIER AVE	BEGONIA ST	AZALEA ST	0.08	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 2 Sides	\$18,378.80				
P17	COLLIER AVE	CAMELLIA ST E	BEGONIA ST	0.18	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 1 Side	\$20,425.37				
P17	COLLIER AVE	DATURA ST	CAMELLIA ST	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 1 Side	\$12,657.23				
P17	COLLIER AVE	FREESIA ST	DATURA ST	0.15	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 1 Side	\$17,590.16				
P17	COLLIER AVE	GARDENIA ST E	FREESIA ST	0.15	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 1 Side	\$17,086.95				
P17	COLLIER AVE	HIBISCUS ST E	GARDENIA ST	0.10	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 1 Side	\$11,452.14				
P17	COLLIER AVE	BROADWAY E	HIBISCUS ST E	0.05	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 1 Side	\$5,994.38				
P17	COLLIER AVE	RIVERVIEW LN	DUPONT ST	0.20	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 2 Sides	\$46,543.54				
P17	COLLIER AVE	AZALEA ST	RIVERVIEW LN	0.05	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	High		SW, 1 Side	\$5,839.74				
P18	COLLIER BLVD	GREEN BLVD	VANDERBILT BEACH RD	3.05											Medium		One Side	\$349,577.83	COLLIER	FUNDED ROADWAY PROJECT	CST 2013/14	X
P18	COLLIER BLVD	1ST AVE NW	3RD AVE NW	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	3.92	0.00	10.84	Medium		SW, 1 Side	\$28,787.14				
P18	COLLIER BLVD	7TH AVE SW	5TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	17.08	Medium		SW, 1 Side	\$28,807.74				
P18	COLLIER BLVD	13TH AVE SW	11TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	17.08	Medium		SW, 1 Side	\$28,697.39				
P18	COLLIER BLVD	5TH AVE NW	7TH AVE NW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.92	0.00	3.92	Low	adjusted to maintain project continuity	SW, 1 Side	\$29,074.10				
P18	COLLIER BLVD	11TH AVE SW	PINE RIDGE RD	0.25	7.08	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	17.08	Medium		SW, 1 Side	\$28,756.41				
P18	COLLIER BLVD	1ST AVE SW	GOLDEN GATE BLVD W	0.13	7.08	6.92	0.00	6.08	0.00	0.00	0.00	3.92	0.00	24.00	Medium		SW, 1 Side	\$14,917.02				
P18	COLLIER BLVD	GREEN BLVD	15TH AVE SW	0.13	7.08	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	17.08	Medium		SW, 1 Side	\$14,636.40				
P18	COLLIER BLVD	GOLDEN GATE BLVD W	1ST AVE NW	0.13	0.00	6.92	0.00	0.00	0.00	0.00	0.00	3.92	0.00	10.84	Medium		SW, 1 Side	\$14,471.13				
P18	COLLIER BLVD	3RD AVE NW	5TH AVE NW	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.92	0.00	3.92	Medium		SW, 1 Side	\$28,632.41				
P18	COLLIER BLVD	3RD AVE SW	5TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	17.08	Medium		SW, 1 Side	\$28,781.87				
P18	COLLIER BLVD	7TH AVE NW	VANDERBILT BEACH RD	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.92	0.00	3.92	Low	adjusted to maintain project continuity	SW, 1 Side	\$17,322.73				
P18	COLLIER BLVD	PINE RIDGE RD	7TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	17.08	Medium		SW, 1 Side	\$29,163.57				
P18	COLLIER BLVD	15TH AVE SW	13TH AVE SW	0.25	7.08	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	17.08	Medium		SW, 1 Side	\$28,742.18				
P18	COLLIER BLVD	1ST AVE SW	3RD AVE SW	0.25	7.08	6.92	0.00	6.08	0.00	0.00	0.00	3.92	0.00	24.00	Medium		SW, 1 Side	\$28,787.74				
P19	COLLIER BLVD	DAVIS BLVD	GREEN BLVD	3.08											High		One Side & Both Sides	\$587,758.91	COLLIER			X
P19	COLLIER BLVD	20TH PL SW	18TH AVE SW	0.32	7.08	0.00	6.50	6.08	5.83	0.00	0.00	3.92	0.00	29.41	High		SW, 1 Side	\$36,404.90				
P19	COLLIER BLVD	18TH AVE SW	17TH AVE SW	0.14	7.08	0.00	0.00	6.08	5.83	0.00	0.00	3.92	0.00	22.91	High		SW, 1 Side	\$15,740.12				
P19	COLLIER BLVD	25TH AVE SW	GOLDEN GATE PKWY	0.08	0.00	6.92	0.00	6.08	5.83	0.00	0.00	3.92	0.00	22.75	High		SW, 2 Sides	\$18,616.84				
P19	COLLIER BLVD	23RD AVE SW	20TH PL SW	0.33	7.08	6.92	6.50	6.08	5.83	0.00	0.00	3.92	0.00	36.33	High		SW, 1 Side	\$37,478.70				
P19	COLLIER BLVD	CITY GATE DR	RAMP	0.11	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	21.92	High		SW, 2 Sides	\$25,839.98				
P19	COLLIER BLVD	23RD AVE SW	GOLDEN GATE PKWY	0.14	7.08	6.92	6.50	6.08	5.83	0.00	0.00	3.92	0.00	36.33	High		SW, 1 Side	\$15,727.56				
P19	COLLIER BLVD	17TH AVE SW	GREEN BLVD	0.12	7.08	0.00	0.00	6.08	5.83	0.00	0.00	3.92	0.00	22.91	High		SW, 1 Side	\$13,906.63				
P19	COLLIER BLVD	MAGNOLIA POND DR	CITY GATE BLVD N	0.17	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	21.92	High		SW, 2 Sides	\$38,565.74				
P19	COLLIER BLVD	25TH AVE SW	CITY GATE BLVD N	1.02	0.00	6.92	6.50	6.08	5.83	0.00	5.00	3.92	0.00	34.25	High		SW, 2 Sides	\$233,274.39				
P19	COLLIER BLVD	RAMP	RAMP	0.08	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	21.92	High		SW, 2 Sides	\$18,415.29				
P19	COLLIER BLVD	RAMP	RAMP	0.23	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	21.92	High		SW, 2 Sides	\$53,108.35				
P19	COLLIER BLVD	RAMP	RAMP	0.17	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	21.92	High		SW, 2 Sides	\$37,848.04				
P19	COLLIER BLVD	DAVIS BLVD	RAMP	0.19	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	21.92	High		SW, 2 Sides	\$42,832.36				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

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P20	COLLIER BLVD	BUSINESS CIR S	DAVIS BLVD	0.52											Medium		One Side & Both Sides	\$88,692.26	COLLIER			
P20	COLLIER BLVD	BUSINESS CIR	DAVIS BLVD	0.25	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	0.00	15.00	Medium		SW, 2 Sides	\$58,147.73				
P20	COLLIER BLVD	BUSINESS CIR	BUSINESS CIR	0.27	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	0.00	15.00	Medium		SW, 1 Side	\$30,544.53				
P21	COLLIER BLVD	IVERNESS CLUB DR	CLUB ESTATES DR	0.64	0.00	6.92	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.75	High		SW, 1 Side	\$73,629.35	COLLIER			
P22	COLLIER BLVD	DIAMOND LAKE CIR	TOWER RD	0.94											Medium		SW, 2 Sides	\$215,189.53	COLLIER			X
P22	COLLIER BLVD	DIAMOND LAKE CIR	MANATEE RD	0.60	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	3.92	18.92	Medium		SW, 2 Sides	\$137,704.44				
P22	COLLIER BLVD	MANATEE RD	RIVERWOOD RD	0.16	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	3.92	18.92	Medium		SW, 2 Sides	\$37,572.76				
P22	COLLIER BLVD	RIVERWOOD RD	TOWER RD	0.17	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	3.92	18.92	Medium		SW, 2 Sides	\$39,912.32				
P23	COLLIER BLVD	MAINSAIL DR	DIAMOND LAKE CIR	2.86											Low		SW, 2 Sides	\$655,144.57	COLLIER			
P23	COLLIER BLVD	PORT AU PRINCE DR	CHAMPIONSHIP DR	0.55	0.00	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	10.00	Low		SW, 2 Sides	\$125,159.59				
P23	COLLIER BLVD	SHELL ISLAND RD	PORT AU PRINCE RD	0.14	0.00	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	10.00	Low		SW, 2 Sides	\$32,103.02				
P23	COLLIER BLVD	MAINSAIL DR	FIDDLERS CREEK PKWY	1.47	0.00	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	10.00	Low		SW, 2 Sides	\$336,837.36				
P23	COLLIER BLVD	FIDDLERS CREEK PKWY	SHELL ISLAND RD	0.26	0.00	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	10.00	Low		SW, 2 Sides	\$60,664.66				
P23	COLLIER BLVD	CHAMPIONSHIP DR	DIAMOND LAKE CIR	0.44	0.00	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	10.00	Low		SW, 2 Sides	\$100,379.94				
P24	COLLIER BLVD	MAINSAIL DR	S END JOLLEY BRIDGE	2.64											Medium		One Side & Both Sides	\$551,546.10	COLLIER			
P24	COLLIER BLVD	N END JOLLEY BRIDGE	CAPRI BLVD	1.14	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	0.00	15.00	Medium		SW, 2 Sides	\$262,411.60				
P24	COLLIER BLVD	CAPRI BLVD	MAINSAIL DR	1.03	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	0.00	15.00	Medium		SW, 2 Sides	\$235,250.88				
P24	COLLIER BLVD	N END JOLLEY BRIDGE	MARCO LINE	0.26	0.00	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	10.00	Medium		SW, 1 Side	\$29,807.96				
P24	COLLIER BLVD	MARCO LINE	S END JOLLEY BRIDGE	0.21	0.00	0.00	0.00	6.08	5.83	0.00	0.00	3.92	0.00	15.83	Medium		SW, 1 Side	\$24,075.66				
P25	COPELAND AVE S	IXORA ST	OYSTER BAR LN	0.73											High		SW, 2 Sides	\$167,097.93	EVERGLADES CITY			
P25	COPELAND AVE S	IXORA ST	JASMINE ST E	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$25,255.80				
P25	COPELAND AVE S	JASMINE ST W	KUMQUAT ST	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$25,570.64				
P25	COPELAND AVE S	KUMQUAT ST	PLANTATION PKWY	0.11	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$25,462.01				
P25	COPELAND AVE S	BROADWAY E	IXORA ST	0.05	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$12,204.43				
P25	COPELAND AVE S	PLANTATION PKWY	EC AIRPARK RD	0.12	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High	adjusted to maintain project continuity	SW, 2 Sides	\$27,640.25				
P25	COPELAND AVE S	EC AIRPARK RD	OYSTER BAR LN	0.22	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 2 Sides	\$50,964.81				
P26	COPELAND AVE S	OYSTER BAR LN	SMALLWOOD DR	2.77											Medium	adjusted to maintain project continuity	SW, 1 Side	\$623,674.24	EVERGLADES CITY	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		
P26	COPELAND AVE S	EVERGLADES CITY LINE	SMALLWOOD DR	2.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$561,765.40				
P26	COPELAND AVE S	OYSTER BAR LN	EVERGLADES CITY LINE	0.27	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	5.83	Low	adjusted to maintain project continuity	SW, 1 Side	\$61,908.84				
P27	CORKSCREW RD	CORKSCREW RD	SR 82	5.38											Low		SW, 2 Sides	\$1,232,702.98	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P27	CORKSCREW RD	WHIDDEN LOOP RD	SR 82	3.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$800,468.29				
P27	CORKSCREW RD	CORKSCREW RD	WHIDDEN LOOP RD	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$175,303.54				
P27	CORKSCREW RD	CORKSCREW RD		1.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$256,931.15				
P28	COUNTY BARN RD	DAVIS BLVD	RATTLESNAKE HAMMOCK RD	2.04											Medium		SW, 2 Sides	\$466,865.43	COLLIER	DRAINAGE ISSUES - FEASIBILITY STUDY MAY BE NEEDED		X
P28	COUNTY BARN RD	CHARLEMAGNE BLVD	RATTLESNAKE HAMMOCK RD	0.66	0.00	0.00	6.50	0.00	5.83	5.08	0.00	0.00	0.00	17.41	Medium		SW, 2 Sides	\$151,310.53				
P28	COUNTY BARN RD	CREWS RD	WENDY WAY	0.13	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$29,955.70				
P28	COUNTY BARN RD	WENDY LN	WOODMERE LAKE CIR	0.03	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$7,214.58				
P28	COUNTY BARN RD	DAVIS BLVD	FLORIDA CLUB DR	0.19	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$43,295.96				
P28	COUNTY BARN RD	WHITAKER RD	CYNTHIA WAY	0.07	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	5.08	Low	adjusted to maintain project continuity	SW, 2 Sides	\$15,088.83				
P28	COUNTY BARN RD	CYNTHIA LN	COUNTY BARN RD	0.04	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	5.08	Low	adjusted to maintain project continuity	SW, 2 Sides	\$9,209.21				
P28	COUNTY BARN RD	COUNTY BARN RD	CHARLEMAGNE BLVD	0.12	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	5.08	Low	adjusted to maintain project continuity	SW, 2 Sides	\$28,135.97				

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P28	COUNTY BARN RD	WOODMERE LAKE CIR	CYNTHIA WAY	0.02	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$5,361.31				
P28	COUNTY BARN RD	LANDSDALE LN	WHITAKER RD	0.07	0.00	6.92	0.00	0.00	0.00	5.08	0.00	0.00	0.00	12.00	Medium		SW, 2 Sides	\$16,113.65				
P28	COUNTY BARN RD	COPE LN	WILMAR LN	0.07	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$14,963.59				
P28	COUNTY BARN RD	WILMAR LN	CREWS RD	0.19	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$43,161.93				
P28	COUNTY BARN RD	FLORIDA CLUB DR	LEADERSHIP LN	0.09	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$20,893.61				
P28	COUNTY BARN RD	LEADERSHIP LN	COPE LN	0.36	0.00	6.92	0.00	0.00	5.83	5.08	0.00	0.00	0.00	17.83	Medium		SW, 2 Sides	\$82,160.57				
P29	CR 29	TAMIAM TRL E	COLLIER AVE	2.84											Medium		SW, 2 Sides	\$651,189.28	COLLIER	RURAL - PAVED SHOULDERS		
P29	CR 29	TAMIAM TRL E	EVERGLADES CITY LINE	2.78	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium		SW, 2 Sides	\$637,431.76				
P29	CR 29	EVERGLADES CITY LINE	COLLIER AVE	0.06	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	0.00	12.75	Medium		SW, 2 Sides	\$13,757.52				
P30	CR 846	CAMP KEAIS RD	STOCKADE RD	1.48											Low		Both Sides	\$339,352.16	COLLIER	RURAL - PAVED SHOULDERS		X
P30	CR 846	IMMOKALEE BOUNDARY	STOCKADE RD	1.01	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$231,584.92				
P30	CR 846	CAMP KEAIS RD	IMMOKALEE BOUNDARY	0.47	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$107,767.24				
P31	CR 846 E	AIRPARK BLVD	THORP RD	8.64											Low		Both Sides	\$1,980,721.77	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P31	CR 846 E	THORP RD		0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$122,286.25				
P31	CR 846 E	DUPREE GRADE	THOMAS FARM RD	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$233,452.39				
P31	CR 846 E	THOMAS FARM RD	THORP RD	4.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$919,143.21				
P31	CR 846 E	AIRPARK BLVD	TRADEPORT PKWY	0.21	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	11.08	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$48,581.16				
P31	CR 846 E	TRADEPORT PKWY	DUPREE GRADE	2.87	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low		SW, 2 Sides	\$657,258.75				
P32	CR 846 E	E MAIN ST	AIRPARK BLVD	0.43	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		SW, 2 Sides	\$98,137.34	COLLIER			X
P33	CRAYTON RD	CRAYTON PL N	SEAGATE DR	0.13	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	3.92	22.34	High		SW, 2 Sides	\$30,661.71	NAPLES			
P34	CRAYTON RD	BANYAN BLVD	IXORA DR	0.11	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	24.25	High		SW, 1 Side	\$12,126.05	NAPLES			
P35	CRAYTON RD	IXORA DR	WHISPERING PINE LN	3.11											Medium		One Side	\$356,249.74	NAPLES			
P35	CRAYTON RD	LEEWARD LN	RIVIERA DR	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$7,051.40				
P35	CRAYTON RD		SPINNAKER DR	0.07	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$8,500.74				
P35	CRAYTON RD		PARKWOOD LN	0.06	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$7,311.30				
P35	CRAYTON RD		MERMAIDS BIGHT	0.09	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$10,618.37				
P35	CRAYTON RD		MOORINGLINE DR	0.12	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$14,056.13				
P35	CRAYTON RD		WHISPERING PINE LN	0.11	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$12,254.38				
P35	CRAYTON RD		PUTTER POINT CT	0.04	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$4,885.84				
P35	CRAYTON RD		WEDGE DR	0.07	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$7,900.79				
P35	CRAYTON RD		SPRINGLINE DR	0.12	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$13,403.42				
P35	CRAYTON RD		IXORA DR	0.15	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$17,109.81				
P35	CRAYTON RD		TURTLE HATCH RD	0.11	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$12,038.74				
P35	CRAYTON RD		ANCHOR RODE DR	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$7,125.15				
P35	CRAYTON RD		NEAPOLITAN WAY	0.13	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$15,232.18				
P35	CRAYTON RD		PARK SHORE DR	0.15	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$17,667.24				
P35	CRAYTON RD	HARBOUR DR	LEEWARD LN	0.21	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$24,047.54				
P35	CRAYTON RD		BINNACLE DR	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$6,673.20				
P35	CRAYTON RD		PUTTER POINT DR	0.14	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$16,578.30				
P35	CRAYTON RD		DEVILS BIGHT	0.09	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$10,079.49				
P35	CRAYTON RD		PARKVIEW LN	0.12	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$13,738.62				
P35	CRAYTON RD		CRAYTON CT	0.13	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$14,937.51				
P35	CRAYTON RD		HARBOUR DR	0.18	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$20,608.29				
P35	CRAYTON RD		ORCHID DR	0.07	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$7,971.34				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

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P35	CRAYTON RD		RUDDER RD	0.07	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$8,303.31				
P35	CRAYTON RD		NEPTUNES BIGHT	0.18	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$20,605.57				
P35	CRAYTON RD		BOLLARD PL	0.08	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$9,648.07				
P35	CRAYTON RD	CUDDY CT	BAHIA PT	0.05	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$6,110.95				
P35	CRAYTON RD	RIVIERA DR	CUDDY CT	0.08	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$8,740.25				
P35	CRAYTON RD		PINE GROVE LN	0.06	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$7,383.24				
P35	CRAYTON RD		BOWLINE DR	0.09	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$10,130.34				
P35	CRAYTON RD		TURTLE HATCH RD	0.07	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$8,150.45				
P35	CRAYTON RD		TURTLE HATCH LN	0.06	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$7,387.78				
P36	DAVIS BLVD	COUNTY BARN RD	COLLIER BLVD	3.24											High		One Side & Both Sides	\$717,394.34	COLLIER	PARTIALLY FUNDED	PARTIAL FY 2012/13 2013/2014	
P36	DAVIS BLVD	CEDAR HAMMOCK BLVD	RADIO RD	0.46	7.08	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	34.08	High		SW, 2 Sides	\$105,977.31				
P36	DAVIS BLVD	COUNTRYSIDE DR	SANTA BARBARA BLVD	0.24	0.00	6.92	0.00	6.08	5.83	5.08	5.00	3.92	0.00	32.83	High		SW, 2 Sides	\$55,156.11				
P36	DAVIS BLVD	UNITY WAY	COUNTRYSIDE DR	0.17	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 2 Sides	\$38,192.59				
P36	DAVIS BLVD	COUNTY BARN RD	UNITY WAY	0.34	0.00	6.92	0.00	6.08	5.83	5.08	5.00	3.92	0.00	32.83	High		SW, 2 Sides	\$78,874.81				
P36	DAVIS BLVD	BEDZEL CIR	BEDZEL CIR	0.09	7.08	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	34.08	High		SW, 1 Side	\$10,494.68				
P36	DAVIS BLVD	MADISON PARK BLVD	CEDAR HAMMOCK BLVD	0.53	7.08	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	34.08	High		SW, 2 Sides	\$121,172.98				
P36	DAVIS BLVD	WILDWOOD LAKES BLVD	MADISON PARK BLVD	0.38	7.08	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	34.08	High		SW, 2 Sides	\$88,032.30				
P36	DAVIS BLVD	SANTA BARBARA BLVD	WILDWOOD LAKES BLVD	0.39	7.08	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	34.08	High		SW, 2 Sides	\$89,646.77				
P36	DAVIS BLVD	RADIO RD	MARKET ST	0.36	7.08	6.92	6.50	6.08	0.00	5.08	5.00	3.92	0.00	40.58	High		SW, 2 Sides	\$83,232.71				
P36	DAVIS BLVD	MARKET ST	BEDZEL CIR	0.14	7.08	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	34.08	High		SW, 2 Sides	\$31,661.12				
P36	DAVIS BLVD	BEDZEL CIR	COLLIER BLVD	0.13	7.08	6.92	0.00	6.08	0.00	5.08	5.00	3.92	0.00	34.08	High		SW, 1 Side	\$14,952.97				
P37	E MAIN ST	12TH ST	NEW HARVEST RD	0.34											High		SW, 1 Side	\$39,387.84	COLLIER			
P37	E MAIN ST	15TH ST	NEW HARVEST RD	0.06	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		SW, 1 Side	\$7,046.15				
P37	E MAIN ST	12TH ST	13TH ST	0.09	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		SW, 1 Side	\$10,864.09				
P37	E MAIN ST	13TH ST	14TH ST	0.10	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		SW, 1 Side	\$11,063.90				
P37	E MAIN ST	14TH ST	15TH ST	0.09	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		SW, 1 Side	\$10,413.69				
P38	EVERGLADES BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	9.33											Low		SW, 2 Sides	\$2,139,199.86	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE	ROW 2016/17	X
P38	EVERGLADES BLVD N	52ND AVE NE	54TH AVE NE	0.26	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$59,285.96				
P38	EVERGLADES BLVD N	39TH AVE NE	41ST AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,370.90				
P38	EVERGLADES BLVD N	10TH AVE NE	12TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,343.98				
P38	EVERGLADES BLVD N	72ND AVE NE	IMMOKALEE RD	0.18	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$42,154.47				
P38	EVERGLADES BLVD N	41ST AVE NE	43RD AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,221.31				
P38	EVERGLADES BLVD N	6TH AVE NE	8TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,387.52				
P38	EVERGLADES BLVD N	12TH AVE NE	14TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,349.58				
P38	EVERGLADES BLVD N	33RD AVE NE	OIL WELL RD	0.05	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$12,317.08				
P38	EVERGLADES BLVD N	18TH AVE NE	20TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,194.89				
P38	EVERGLADES BLVD N	48TH AVE NE	50TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,422.70				
P38	EVERGLADES BLVD N	47TH AVE NE	48TH AVE NE	0.12	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$28,583.65				
P38	EVERGLADES BLVD N	2ND AVE NE	3RD AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,346.35				
P38	EVERGLADES BLVD N	54TH AVE NE	56TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$57,192.26				
P38	EVERGLADES BLVD N	45TH AVE NE	47TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,230.30				
P38	EVERGLADES BLVD N	4TH AVE NE	6TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,216.43				
P38	EVERGLADES BLVD N	RANDALL BLVD	27TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,316.75				
P38	EVERGLADES BLVD N	27TH AVE NE	29TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,325.18				

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P38	EVERGLADES BLVD N	50TH AVE NE	52ND AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$57,267.41				
P38	EVERGLADES BLVD N	29TH AVE NE	31ST AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,373.85				
P38	EVERGLADES BLVD N	68TH AVE NE	70TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,241.44				
P38	EVERGLADES BLVD N	66TH AVE NE	68TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$57,500.03				
P38	EVERGLADES BLVD N	64TH AVE NE	66TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$57,135.75				
P38	EVERGLADES BLVD N	62ND AVE NE	64TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$57,425.59				
P38	EVERGLADES BLVD N	60TH AVE NE	62TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$57,215.44				
P38	EVERGLADES BLVD N	58TH AVE NE	60TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$57,685.47				
P38	EVERGLADES BLVD N	56TH AVE NE	58TH AVE NE	0.25	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$56,954.40				
P38	EVERGLADES BLVD N	24TH AVE NE	RANDALL BLVD	0.26	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$59,026.73				
P38	EVERGLADES BLVD N	GOLDEN GATE BLVD E	2ND AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,299.65				
P38	EVERGLADES BLVD N	22ND AVE NE	24TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,370.93				
P38	EVERGLADES BLVD N	43RD AVE NE	45TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,381.38				
P38	EVERGLADES BLVD N	16TH AVE NE	18TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,507.04				
P38	EVERGLADES BLVD N	20TH AVE NE	22ND AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,298.02				
P38	EVERGLADES BLVD N	70TH AVE NE	72ND AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,396.17				
P38	EVERGLADES BLVD N	OIL WELL RD	35TH AVE NE	0.20	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$44,798.62				
P38	EVERGLADES BLVD N	31ST AVE NE	33RD AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,189.28				
P38	EVERGLADES BLVD N	14TH AVE NE	16TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,232.59				
P38	EVERGLADES BLVD N	35TH AVE NE	37TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,254.01				
P38	EVERGLADES BLVD N	37TH AVE NE	39TH AVE NE	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$57,305.43				
P38	EVERGLADES BLVD N	8TH AVE NE	10TH AVE NE	0.26	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$59,081.31				
P39	EVERGLADES BLVD S	GOLDEN GATE BLVD E	48TH AVE SE	5.61											Low		SW, 2 Sides	\$1,286,616.92	COLLIER	RURUAL - PAVED SHOULDERS	ROW 2016/17	X
P39	EVERGLADES BLVD S	8TH AVE SE	10TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,313.31				
P39	EVERGLADES BLVD S	24TH AVE SE	26TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,482.43				
P39	EVERGLADES BLVD S	40TH AVE SE	42ND AVE SE	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$36,775.54				
P39	EVERGLADES BLVD S	30TH AVE SE	32ND AVE NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,248.67				
P39	EVERGLADES BLVD S	28TH AVE SE	30TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,354.92				
P39	EVERGLADES BLVD S	22ND AVE SE	24TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,300.21				
P39	EVERGLADES BLVD S	12TH AVE SE	14TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,324.89				
P39	EVERGLADES BLVD S	34TH AVE SE	36TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,206.11				
P39	EVERGLADES BLVD S	10TH AVE SE	12TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,295.74				
P39	EVERGLADES BLVD S	18TH AVE SE	20TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,376.16				
P39	EVERGLADES BLVD S	GOLDEN GATE BLVD E	2ND AVE SE	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$59,197.56				
P39	EVERGLADES BLVD S	38TH AVE SE	40TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,051.21				
P39	EVERGLADES BLVD S	36TH AVE SE	38TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,493.22				
P39	EVERGLADES BLVD S	4TH AVE NE	6TH AVE NE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,303.28				
P39	EVERGLADES BLVD S	2ND AVE SE	4TH AVE NE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,278.95				
P39	EVERGLADES BLVD S	16TH AVE SE	18TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,298.19				
P39	EVERGLADES BLVD S	14TH AVE SE	16TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,308.61				
P39	EVERGLADES BLVD S	20TH AVE SE	22ND AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,363.13				
P39	EVERGLADES BLVD S	26TH AVE SE	28TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,218.98				
P39	EVERGLADES BLVD S	32ND AVE SE	34TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,357.12				
P39	EVERGLADES BLVD S	6TH AVE SE	8TH AVE SE	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 2 Sides	\$57,370.79				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P39	EVERGLADES BLVD S	I-75	48TH AVE SE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,490.38				
P39	EVERGLADES BLVD S	42ND AVE SE	48TH AVE SE	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$44,207.50				
P40	GOLDEN GATE BLVD E	WILSON BLVD N	DESOTO BLVD N	5.69											Low		SW, 2 Sides	\$1,305,277.56	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P40	GOLDEN GATE BLVD E	8TH ST NE	10TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,382.96				
P40	GOLDEN GATE BLVD E	6TH ST NE	8TH ST NE	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$59,272.60				
P40	GOLDEN GATE BLVD E	4TH ST NE	6TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,094.37				
P40	GOLDEN GATE BLVD E	2ND ST NE	4TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,347.71				
P40	GOLDEN GATE BLVD E	WILSON BLVD N	2ND ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,349.47				
P40	GOLDEN GATE BLVD E	12TH ST NE	14TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,366.59				
P40	GOLDEN GATE BLVD E	10TH ST NE	12TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,370.00				
P40	GOLDEN GATE BLVD E	EVERGLADES BLVD N	DESOTO BLVD N	1.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$420,828.34				
P40	GOLDEN GATE BLVD E	22ND ST NE	EVERGLADES BLVD N	1.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$250,316.93				
P40	GOLDEN GATE BLVD E	20TH ST NE	22ND ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,287.94				
P40	GOLDEN GATE BLVD E	18TH ST NE	20TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,232.70				
P40	GOLDEN GATE BLVD E	16TH ST NE	18TH ST NE	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,418.62				
P40	GOLDEN GATE BLVD E	14TH ST NE	16TH ST NE	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$59,009.33				
P41	GOLDEN GATE PKWY	TROPICANA BLVD	53RD TER SW	0.39											High		SW, 1 Side	\$44,994.13	COLLIER			
P41	GOLDEN GATE PKWY	52ND TER SW	53RD TER SW	0.08	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	3.92	43.25	High		SW, 1 Side	\$9,358.12				
P41	GOLDEN GATE PKWY	50TH ST SW	52ND TER SW	0.07	0.00	6.92	0.00	6.08	5.83	5.08	5.00	3.92	3.92	36.75	High		SW, 1 Side	\$7,684.26				
P41	GOLDEN GATE PKWY	TROPICANA BLVD	50TH ST SW	0.24	0.00	6.92	0.00	6.08	5.83	5.08	5.00	3.92	3.92	36.75	High		SW, 1 Side	\$27,951.75				
P42	GOLDEN GATE PKWY	COLLIER BLVD	SUNSHINE BLVD	0.93											High		One Side & Both Sides	\$119,616.43	COLLIER	FUNDED	CST 2012/2013	
P42	GOLDEN GATE PKWY	COLLIER BLVD	ALLEY	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 2 Sides	\$25,764.98				
P42	GOLDEN GATE PKWY	ALLEY	41ST ST SW	0.03	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$3,583.48				
P42	GOLDEN GATE PKWY	41ST ST SW	42ND ST SW	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$15,892.60				
P42	GOLDEN GATE PKWY	42ND ST SW	42ND TER SW	0.06	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$6,719.79				
P42	GOLDEN GATE PKWY	42ND TER SW	43RD ST SW	0.06	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$6,706.23				
P42	GOLDEN GATE PKWY	43RD ST SW	43RD LN SW	0.12	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$13,997.37				
P42	GOLDEN GATE PKWY	43RD LN SW	44TH ST SW	0.05	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$5,893.98				
P42	GOLDEN GATE PKWY	44TH ST SW	45TH ST SW	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$15,735.98				
P42	GOLDEN GATE PKWY	45TH ST SW	CORAL PALMS LN	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	0.00	39.33	High		SW, 1 Side	\$16,013.02				
P42	GOLDEN GATE PKWY	CORAL PALMS LN	SUNSHINE BLVD	0.08	0.00	6.92	6.50	6.08	5.83	5.08	5.00	3.92	3.92	43.25	High		SW, 1 Side	\$9,309.00				
P43	GOODLETTE-FRANK RD N	ORANGE BLOSSOM DR	VANDERBILT BEACH RD	2.69											Medium		One Side & Both Sides	\$490,535.83	COLLIER			X
P43	GOODLETTE-FRANK RD N	VANDERBILT BEACH RD	PELICAN MARSH BLVD	0.75	0.00	0.00	0.00	0.00	5.83	5.08	0.00	0.00	0.00	10.91	Medium		SW, 2 Sides	\$171,349.57				
P43	GOODLETTE-FRANK RD N	ORANGE BLOSSOM DR	CALUSA BAY BLVD	0.29	0.00	0.00	6.50	0.00	0.00	5.08	0.00	0.00	0.00	11.58	Medium		SW, 1 Side	\$32,886.76				
P43	GOODLETTE-FRANK RD N	PELICAN MARSH BLVD	CREEKSIDE BLVD	0.85	0.00	0.00	0.00	0.00	5.83	5.08	5.00	0.00	0.00	15.91	Medium		SW, 2 Sides	\$193,986.48				
P43	GOODLETTE-FRANK RD N	CREEKSIDE BLVD	IMMOKALEE RD	0.20	0.00	0.00	0.00	0.00	5.83	5.08	5.00	0.00	0.00	15.91	Medium		SW, 1 Side	\$23,441.63				
P43	GOODLETTE-FRANK RD N	CARICA RD	VANDERBILT BEACH RD	0.14	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	5.08	Medium		SW, 1 Side	\$16,066.52				
P43	GOODLETTE-FRANK RD N	LEMURIA CIR	CARICA RD	0.21	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00	0.00	5.08	Medium		SW, 1 Side	\$24,526.52				
P43	GOODLETTE-FRANK RD N	CALUSA BAY BLVD	LEMURIA CIR	0.25	0.00	0.00	6.50	0.00	0.00	5.08	0.00	0.00	0.00	11.58	Medium		SW, 1 Side	\$28,278.35				
P44	GOODLETTE-FRANK RD N	SOLONA RD	CLUBHOUSE DR	1.07											High		SW, 1 Side	\$123,088.99	COLLIER			
P44	GOODLETTE-FRANK RD N	ROYAL POINCIANA DR	SOLONA	0.06	0.00	0.00	0.00	6.08	0.00	5.08	0.00	0.00	0.00	11.16	High		SW, 1 Side	\$6,523.03				
P44	GOODLETTE-FRANK RD N	CREECH RD	RIDGE ST	0.15	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	23.08	High		SW, 1 Side	\$17,749.22				
P44	GOODLETTE-FRANK RD N	RIDGE ST	OHIO DR	0.28	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 1 Side	\$32,188.24				
P44	GOODLETTE-FRANK RD N	WILDERNESS DR	CREECH RD	0.07	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	23.08	High		SW, 1 Side	\$8,568.86				

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P44	GOODLETTE-FRANK RD N	OHIO DR	ROYAL POINCIANA DR	0.51	0.00	0.00	0.00	6.08	0.00	5.08	0.00	0.00	0.00	11.16	High		SW, 1 Side	\$58,059.64				
P45	GREEN BLVD	COLLIER BLVD	LOGAN BLVD S	2.00											High		One Side & Both Sides	\$339,011.41	COLLIER			X
P45	GREEN BLVD	SALT ALY	40TH TER SW	0.03	0.00	0.00	6.50	0.00	0.00	5.08	0.00	0.00	0.00	11.58	High		SW, 2 Sides	\$7,048.74				
P45	GREEN BLVD	40TH TER SW	41ST LN SW	0.17	0.00	0.00	6.50	0.00	0.00	5.08	0.00	0.00	0.00	11.58	High		SW, 2 Sides	\$39,354.77				
P45	GREEN BLVD	41ST LN SW	43RD LN SW	0.26	0.00	6.92	6.50	0.00	0.00	5.08	0.00	0.00	3.92	22.42	High		SW, 2 Sides	\$59,864.21				
P45	GREEN BLVD	43RD LN SW	HERITAGE CIR	0.20	0.00	6.92	6.50	0.00	0.00	5.08	0.00	0.00	3.92	22.42	High		SW, 2 Sides	\$46,458.22				
P45	GREEN BLVD	HERITAGE CIR	SUNSHINE BLVD	0.24	0.00	6.92	6.50	0.00	0.00	5.08	0.00	0.00	3.92	22.42	High		SW, 2 Sides	\$54,147.51				
P45	GREEN BLVD	SUNSHINE BLVD	WHISTLERS GREEN CIR	0.18	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	3.92	33.50	High		SW, 1 Side	\$20,720.09				
P45	GREEN BLVD	WHISTLERS GREEN CIR	HEMINGWAY LN	0.43	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	3.92	33.50	High		SW, 1 Side	\$49,299.37				
P45	GREEN BLVD	HEMINGWAY LN	LAUREL RIDGE LN	0.26	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 1 Side	\$29,811.83				
P45	GREEN BLVD	LOGAN CT	LAUREL RIDGE LN	0.05	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 1 Side	\$5,482.15				
P45	GREEN BLVD	LAUREL RIDGE LN	LOGAN BLVD S	0.06	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 1 Side	\$7,074.53				
P45	GREEN BLVD	LAUREL RIDGE LN	LOGAN CT	0.06	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 1 Side	\$7,333.92				
P45	GREEN BLVD	COLLIER BLVD	SALT ALY	0.05	0.00	0.00	6.50	0.00	0.00	5.08	0.00	0.00	0.00	11.58	High		SW, 2 Sides	\$12,416.08				
P46	GULF SHORE BLVD N	VILLA MARE LN	"SOUTHERN EXTENT"	1.22											Medium		SW, 1 Side	\$139,746.79	NAPLES			
P46	GULF SHORE BLVD N	VILLA MARE LN	SEAGATE DR	0.25	0	6.92	6.5	0	0	5	0	0	0	18.42	Medium		SW, 1 Side	\$28,153.80	NAPLES			
P46	GULF SHORE BLVD N	PARK SHORE DR	NO NAME	0.18	0	6.92	6.5	0	0	5	0	0	5.08	23.50	Medium		SW, 1 Side	\$20,883.97				
P46	GULF SHORE BLVD N	CASA MAR LN	PARK SHORE DR	0.47	0	0.00	6.5	0	0	5	0	0	5.08	16.58	Medium		SW, 1 Side	\$53,531.06				
P46	GULF SHORE BLVD N	SOUTHERN EXTENT	VILLA MARE LN	0.32	0	6.92	6.5	0	0	5	0	0	0	18.42	Medium		SW, 1 Side	\$37,177.96				
P47	GULF SHORE BLVD N	CRAYTON	BANYAN	1.08											High		One Side & Both Sides	\$225,383.03	NAPLES	FUNDED FROM BANYAN TO MOORING LINE		
P47	GULF SHORE BLVD N		YUCCA RD	0.18	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	High		SW, 1 Side	\$21,207.03				
P47	GULF SHORE BLVD N		OLEANDER DR	0.18	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	24.25	High		SW, 2 Sides	\$40,371.52				
P47	GULF SHORE BLVD N		MOORINGLINE DR	0.71	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	0.00	16.58	High		SW, 2 Sides	\$163,804.48				
P48	GULF SHORE BLVD N	8TH AVE	OLEANDER DR	0.68											Medium		SW, 1 Side	\$78,320.26	NAPLES			
P48	GULF SHORE BLVD N	CENTRAL AVE	1ST AVE N	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,503.50				
P48	GULF SHORE BLVD N	CENTRAL AVE	1ST AVE N	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,306.97				
P48	GULF SHORE BLVD N	8TH AVE	7TH AVE N	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,706.65				
P48	GULF SHORE BLVD N	2ND AVE N	3RD AVE N	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,325.14				
P48	GULF SHORE BLVD N	2ND AVE N	3RD AVE N	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,367.87				
P48	GULF SHORE BLVD N		S LAKE DR	0.05	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$6,161.65				
P48	GULF SHORE BLVD N		S GOLF DR	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,385.92				
P48	GULF SHORE BLVD N	3RD AVE N	4TH AVE N	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,418.47				
P48	GULF SHORE BLVD N		6TH AVE N	0.10	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$11,253.76				
P48	GULF SHORE BLVD N	3RD AVE N	4TH AVE N	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,260.15				
P48	GULF SHORE BLVD N	VISTA DEL MAR	N LAKE DR	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,879.54				
P48	GULF SHORE BLVD N		2ND AVE N	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,750.64				
P49	GULF SHORE BLVD S	13TH AVE S	8TH AVE S	1.07											Medium		One Side & Both Sides	\$130,849.52	NAPLES			
P49	GULF SHORE BLVD S		2ND AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,649.57				
P49	GULF SHORE BLVD S	CENTRAL AVE	1ST AVE S	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,461.58				
P49	GULF SHORE BLVD S	BROAD AVE S	12TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,864.67				
P49	GULF SHORE BLVD S		6TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,671.84				
P49	GULF SHORE BLVD S		9TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,750.07				
P49	GULF SHORE BLVD S	11TH AVE S	BROAD AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,929.57				
P49	GULF SHORE BLVD S	12TH AVE S	13TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 2 Sides	\$17,277.83				

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P49	GULF SHORE BLVD S	CENTRAL AVE	1ST AVE S	0.04	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$4,552.98				
P49	GULF SHORE BLVD S		8TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,702.00				
P49	GULF SHORE BLVD S		4TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,740.78				
P49	GULF SHORE BLVD S		5TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,684.58				
P49	GULF SHORE BLVD S		11TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,609.95				
P49	GULF SHORE BLVD S		7TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,645.68				
P49	GULF SHORE BLVD S		3RD AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,620.74				
P49	GULF SHORE BLVD S		10TH AVE S	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium		SW, 1 Side	\$8,687.67				
P50	GULF SHORE DR	VANDERBILT BEACH RD	BLUEBILL AVE	1.31											Medium		SW, 1 Side	\$150,302.78	NAPLES	DRAINAGE CHALLENGES, MAY AFFECT IMPROVEMENT FEASIBILITY		
P50	GULF SHORE DR	SEABREEZE AVE	BLUEBILL AVE	0.52	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$60,148.94				
P50	GULF SHORE DR	BAY VIEW AVE	CHANNEL DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Medium		SW, 1 Side	\$8,485.60				
P50	GULF SHORE DR	SOUTHBAY DR	BAYVIEW AVE	0.57	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Medium		SW, 1 Side	\$65,352.57				
P50	GULF SHORE DR	CHANNEL DR	SEABREEZE AVE	0.08	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Medium		SW, 1 Side	\$8,856.75				
P50	GULF SHORE DR	VANDERBILT BEACH RD	SOUTHBAY DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Medium		SW, 1 Side	\$7,458.92				
P51	HERNANDO DR	SNELL CT	KENDALL DR	0.55										5.00	High		8' SW, 2 Sides	\$193,724.68	MARCO	PROGRAMMED	CST 2014/15	
P51	HERNANDO DR	SNELL CT	KENDALL DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	High		8' SW, 2 Sides	\$26,359.69				
P51	HERNANDO DR	SPINNAKER DR	TAYLOR CT	0.09	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	High		8' SW, 2 Sides	\$31,307.15				
P51	HERNANDO DR	LEWIS CT	TIGERTAIL CT	0.13	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	High		8' SW, 2 Sides	\$45,013.90				
P51	HERNANDO DR	KENDALL DR	LEWIS CT	0.13	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	High		8' SW, 2 Sides	\$46,130.03				
P51	HERNANDO DR	TAYLOR CT	SNELL CT	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	High		8' SW, 2 Sides	\$25,328.64				
P51	HERNANDO DR		SPINNAKER DR	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	High		8' SW, 2 Sides	\$19,585.28				
P52	IMMOKALEE DRIVE	N 15TH ST	CARSON RD	1.01											High		One Side & Both Sides	\$137,923.68	COLLIER			
P52	IMMOKALEE DR	N 15TH ST	N 16TH ST	0.09	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$10,535.08				
P52	IMMOKALEE DR	N 16TH ST	MCBLACK ST	0.03	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$3,725.54				
P52	IMMOKALEE DR	MCBLACK ST	N 17TH ST	0.05	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$5,298.40				
P52	IMMOKALEE DR	N 17TH ST	N 18TH ST	0.08	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$9,138.13				
P52	IMMOKALEE DR	N 18TH ST	N 19TH ST	0.12	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$14,289.07				
P52	IMMOKALEE DR	N 19TH ST	WELLS ST	0.09	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	3.92	23.17	High		SW, 2 Sides	\$21,640.72				
P52	IMMOKALEE DR	WELLS ST	DILSA LN	0.06	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	3.92	23.17	High		SW, 2 Sides	\$12,878.99				
P52	IMMOKALEE DR	DILSA LN	EL PASO TRL	0.26	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	3.92	23.17	High		SW, 1 Side	\$29,424.18				
P52	IMMOKALEE DR	TAYLOR ST	EL PASO TRL	0.03	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$3,702.81				
P52	IMMOKALEE DR	EL PASO TRL	IMMOKALEE DR	0.06	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$7,000.81				
P52	IMMOKALEE DR	IMMOKALEE DR	CARSON RD	0.04	0.00	6.92	6.50	0.00	0.00	0.00	0.00	0.00	0.00	13.42	High		SW, 2 Sides	\$9,416.10				
P52	IMMOKALEE DR	EL PASO TRL	TAYLOR ST	0.09	0.00	6.92	6.50	0.00	5.83	0.00	0.00	0.00	0.00	19.25	High		SW, 1 Side	\$10,873.84				
P53	IMMOKALEE RD	MEDICAL BLVD	AIRPORT PULLING RD N	0.95											High		SW, 1 Side	\$108,643.92	COLLIER			
P53	IMMOKALEE RD	CYPRESS WAY E	AIRPORT PULLING RD N	0.09	0.00	0.00	0.00	6.08	0.00	0.00	5.00	3.92	0.00	15.00	High		SW, 1 Side	\$10,479.45				
P53	IMMOKALEE RD	BENT TREE LN	CYPRESS WAY W	0.29	0.00	0.00	0.00	0.00	5.83	0.00	5.00	3.92	0.00	14.75	High		SW, 1 Side	\$32,912.41				
P53	IMMOKALEE RD	PARNU ST	BENT TREE LN	0.16	0.00	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	20.83	High		SW, 1 Side	\$18,326.19				
P53	IMMOKALEE RD	VETERANS PARK DR	PARNU ST	0.23	0.00	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	20.83	High		SW, 1 Side	\$25,826.83				
P53	IMMOKALEE RD	MEDICAL BLVD	VETERANS PARK DR	0.18	0.00	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	20.83	High		SW, 1 Side	\$21,099.05				
P54	IMMOKALEE RD	PEBBLEBROOKE DR	BROKEN BACK RD	0.47											High		SW, 1 Side	\$53,883.62	COLLIER	PLANNED SUP ON N SIDE OF IMMOKALEE		
P54	IMMOKALEE RD	PEBBLEBROOKE DR	BROKEN BACK RD	0.25	0.00	6.92	6.50	0.00	0.00	0.00	5.00	3.92	0.00	22.34	High		SW, 1 Side	\$28,661.50				
P54	IMMOKALEE RD	BROKEN BACK RD	BELLAIRE BAY DR	0.22	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$25,222.12				
P55	IMMOKALEE RD	HERITAGE BAY BLVD	RANDALL BLVD	4.13											Low		SW, 1 Side	\$473,578.70	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		
P55	IMMOKALEE RD	MAVERICK RD	WILSON BLVD N	1.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$131,541.10		RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P55	IMMOKALEE RD	CATAWBA ST	ROCK RD	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$27,927.25				
P55	IMMOKALEE RD	RICHARDS ST	KRAPE RD	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$28,864.11				
P55	IMMOKALEE RD	KRAPE RD	RIVERS RD	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$27,228.25				
P55	IMMOKALEE RD	WILSON BLVD N	RANDALL BLVD	0.52	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 1 Side	\$60,052.50				
P55	IMMOKALEE RD	TWINEAGLES BLVD	CATAWBA ST	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$41,613.54				
P55	IMMOKALEE RD	MOULDER DR	TWINEAGLES BLVD	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$42,104.27				
P55	IMMOKALEE RD	RIVERS RD	MOULDER DR	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$28,190.04				
P55	IMMOKALEE RD	ROCK RD	MAVERICK LN	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$27,457.47				
P55	IMMOKALEE RD	HERITAGE BAY BLVD	RICHARDS ST	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$58,600.17				
P56	IMMOKALEE RD	Point West of Camp Keais	41ST AVE NE	15.16											Low		One Side & Both Sides	\$3,447,176.72	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		
P56	IMMOKALEE RD	LILAC LN	FRIENDSHIP LN	0.50	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$115,733.69				
P56	IMMOKALEE RD	OIL WELL GRADE RD	Point on Immokalee Rd	4.74	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$1,086,833.76				
P56	IMMOKALEE RD	40TH ST NE	OIL WELL GRADE RD	0.45	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$103,366.54				
P56	IMMOKALEE RD	RABBIT RUN RD	CORKSCREW LN	0.64	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$146,539.76				
P56	IMMOKALEE RD	PLATT ROAD	RABBIT RUN RD	0.26	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$59,048.57				
P56	IMMOKALEE RD	47TH AVE NE	47TH AVE NE	0.14	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$31,453.00				
P56	IMMOKALEE RD	45TH AVE NE	47TH AVE NE	0.12	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$27,704.55				
P56	IMMOKALEE RD	47TH AVE NE	WILD TURKEY DR	2.32	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$532,363.24				
P56	IMMOKALEE RD	WILD TURKEY DR	PLATT RD	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,950.14				
P56	IMMOKALEE RD	SHADY HOLLOW BLVD E	45TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,167.60				
P56	IMMOKALEE RD	EVERGLADES BLVD N	40TH ST NE	1.08	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$247,755.53				
P56	IMMOKALEE RD	CORKSCREW LN	LIMPKIN RD	0.41	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$93,769.01				
P56	IMMOKALEE RD	41ST AVE NE	SHADY HOLLOW BLVD E	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 1 Side	\$28,775.12				
P56	IMMOKALEE RD	LIMPKIN RD	LILAC LN	0.10	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$21,932.12				
P56	IMMOKALEE RD	FRIENDSHIP LN	BIG ISLAND RANCH RD	0.44	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$100,848.80				
P56	IMMOKALEE RD	BIG ISLAND RANCH RD	REDHAWK LN	0.06	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$13,881.20				
P56	IMMOKALEE RD	REDHAWK LN	EVERGLADES BLVD N	1.05	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$241,172.33				
P56	IMMOKALEE RD	Point West of Camp Keais	CAMP KEAIS RD	2.10	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$480,881.73				
P57	IMMOKALEE RD	AIRPORT PULLING RD N	NORTHBROOKE DR	1.99											Medium		SW, 1 Side	\$228,627.29	COLLIER			
P57	IMMOKALEE RD	RAMP	RAMP	0.05	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	8.92	Medium		SW, 1 Side	\$5,162.40				
P57	IMMOKALEE RD	JULIET BLVD	RAMP	0.18	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	8.92	Medium		SW, 1 Side	\$20,620.93				
P57	IMMOKALEE RD	THE LN	ASTON DR	0.12	0.00	0.00	6.50	0.00	0.00	0.00	5.00	3.92	0.00	15.42	Medium		SW, 1 Side	\$14,329.94				
P57	IMMOKALEE RD	REGENT CIR	THE LN	0.13	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	8.92	Medium		SW, 1 Side	\$14,976.73				
P57	IMMOKALEE RD	EUCLID AVE	REGENT CIR	0.13	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	8.92	Medium		SW, 1 Side	\$14,664.28				
P57	IMMOKALEE RD	WINTERVIEW DR	EUCLID AVE	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	8.92	Medium		SW, 1 Side	\$7,115.85				
P57	IMMOKALEE RD	AIRPORT PULLING RD N	WINTERVIEW DR	0.31	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	8.92	Medium		SW, 1 Side	\$35,562.09				
P57	IMMOKALEE RD	RAMP	RAMP	0.21	0.00	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	8.92	Medium		SW, 1 Side	\$24,451.41				
P57	IMMOKALEE RD	LIVINGSTON RD N	WINDSONG CIR	0.07	0.00	0.00	6.50	0.00	0.00	0.00	5.00	3.92	0.00	15.42	Medium		SW, 1 Side	\$8,597.50				
P57	IMMOKALEE RD	ASTON DR	LIVINGSTON RD N	0.23	0.00	0.00	6.50	0.00	0.00	0.00	5.00	3.92	0.00	15.42	Medium		SW, 1 Side	\$26,030.44				
P57	IMMOKALEE RD	WINDSONG CIR	SANDRA BAY DR	0.06	0.00	0.00	6.50	0.00	0.00	0.00	5.00	3.92	0.00	15.42	Medium		SW, 1 Side	\$6,889.54				
P57	IMMOKALEE RD	SANDRA BAY DR	STRAND BLVD	0.25	0.00	0.00	6.50	0.00	0.00	0.00	5.00	3.92	0.00	15.42	Medium		SW, 1 Side	\$28,860.52				
P57	IMMOKALEE RD	RAMP	NORTHBROOKE DR	0.19	7.08	0.00	0.00	0.00	0.00	0.00	5.00	3.92	0.00	16.00	Medium		SW, 1 Side	\$21,365.66				
P58	IMMOKALEE RD	4TH ST NE	41ST AVE NE	2.19											Medium		One Side & Both Sides	\$325,909.40	COLLIER			
P58	IMMOKALEE RD	39TH AVE NE	41ST AVE NE	0.25	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	0.00	13.00	Medium		SW, 1 Side	\$28,705.33				

2012 Comprehensive Pathways Plan
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P58	IMMOKALEE RD	OIL WELL RD	33RD AVE NE	0.11	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 1 Side	\$12,455.04				
P58	IMMOKALEE RD	37TH AVE NE	39TH AVE NE	0.25	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 1 Side	\$28,620.23				
P58	IMMOKALEE RD	WATERWAYS BLVD	37TH AVE NE	0.11	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 1 Side	\$12,896.29				
P58	IMMOKALEE RD	47TH ST NE	ORANGE TREE BLVD	0.66	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	0.00	13.00	Medium		SW, 2 Sides	\$150,801.54				
P58	IMMOKALEE RD	35TH AVE NE	WATERWAYS BLVD	0.14	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 1 Side	\$15,729.43				
P58	IMMOKALEE RD	ORANGE TREE BLVD	OIL WELL RD	0.42	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 1 Side	\$47,920.02				
P58	IMMOKALEE RD	33RD AVE NE	35TH AVE NE	0.25	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 1 Side	\$28,781.51				
P59	INLET DR	S BARFIELD DR	W INLET DR	0.45											High		8' SW, 2 Sides	\$158,583.93	MARCO	PROGRAMMED		
P59	INLET DR	DADE CT	TRAVIDA TER	0.27	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	5.83	Low	adjusted to reflect programmed status	8' SW, 2 Sides	\$95,059.38				
P59	INLET DR	APRIL CT	DADE CT	0.08	0.00	0.00	0.00	0.00	5.83	0.00	0.00	5.00	0.00	10.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$27,709.91				
P59	INLET DR	S BARFIELD DR	APRIL CT	0.10	0.00	0.00	0.00	0.00	5.83	0.00	0.00	5.00	0.00	10.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$35,814.64				
P60	LAKE TRAFFORD RD	LIBERTY WAY	TIPPINS TER	0.98											High		One Side & Both Sides	\$198,471.11	COLLIER			
P60	LAKE TRAFFORD RD	RAULERSON RD	MIRAHAM TER	0.06	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	27.00	High		SW, 2 Sides	\$13,513.06				
P60	LAKE TRAFFORD RD	MIRAHAM TER	CHRISTIAN TER	0.07	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	27.00	High		SW, 2 Sides	\$15,794.92				
P60	LAKE TRAFFORD RD	CHRISTIAN TER	HALL RD	0.24	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	23.08	High		SW, 2 Sides	\$56,139.80				
P60	LAKE TRAFFORD RD	HALL RD	TAYLOR TER	0.04	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 2 Sides	\$9,637.62				
P60	LAKE TRAFFORD RD	TAYLOR TER	TRAFFORD FARM RD	0.09	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 2 Sides	\$20,192.68				
P60	LAKE TRAFFORD RD	TRAFFORD FARM RD	TIPPINS TER	0.13	0.00	6.92	6.50	0.00	0.00	5.08	5.00	0.00	0.00	23.50	High		SW, 2 Sides	\$28,944.77				
P60	LAKE TRAFFORD RD	LITTLE LEAGUE RD	RAULERSON RD	0.12	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	3.92	27.00	High		SW, 2 Sides	\$27,539.82				
P60	LAKE TRAFFORD RD	LIBERTY WAY	LITTLE LEAGUE RD	0.23	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	3.92	33.50	High		SW, 1 Side	\$26,708.45				
P61	LAKE TRAFFORD RD	N 15TH ST	CARSON RD	1.00											High		SW, 1 Side	\$115,077.34	COLLIER			
P61	LAKE TRAFFORD RD	LAUREL ST	PINE ST	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$7,023.97				
P61	LAKE TRAFFORD RD	PINE ST	N 18TH ST	0.08	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$9,721.50				
P61	LAKE TRAFFORD RD	N 18TH ST	HICKOCK LN	0.02	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$2,339.99				
P61	LAKE TRAFFORD RD	HICKOCK LN	N 19TH ST	0.10	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$11,181.97				
P61	LAKE TRAFFORD RD	KRYSTAL LN	BRYANT ST	0.03	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$3,247.75				
P61	LAKE TRAFFORD RD	BRYANT ST	RINGO LN	0.03	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$3,156.79				
P61	LAKE TRAFFORD RD	WARDEN LN	GARDEN LAKE CIR	0.04	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$4,664.62				
P61	LAKE TRAFFORD RD	GARDEN LAKE CIR	MAJORIE ST	0.02	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$2,165.37				
P61	LAKE TRAFFORD RD	MAJORIE ST	GARDEN LAKE CIR	0.02	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$2,554.89				
P61	LAKE TRAFFORD RD	GARDEN LAKE CIR	PALM DR	0.04	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$4,669.98				
P61	LAKE TRAFFORD RD	PALM DR	FRIENDSHIP DR	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$6,697.05				
P61	LAKE TRAFFORD RD	FRIENDSHIP DR	SUMMER GLEN BLVD	0.07	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$8,505.62				
P61	LAKE TRAFFORD RD	N 29TH ST	CARSON RD	0.03	7.08	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	30.50	High		SW, 1 Side	\$3,460.58				
P61	LAKE TRAFFORD RD	SUMMER GLEN BLVD	HARVEST DR	0.07	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$7,486.99				
P61	LAKE TRAFFORD RD	N 15TH ST	LAUREL ST	0.10	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$11,975.97				
P61	LAKE TRAFFORD RD	N 19TH ST	TITUS LN	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$7,002.41				
P61	LAKE TRAFFORD RD	HARVEST DR	N 29TH ST	0.06	7.08	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	30.50	High		SW, 1 Side	\$6,532.99				
P61	LAKE TRAFFORD RD	RINGO LN	WARDEN LN	0.06	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$7,180.81				
P61	LAKE TRAFFORD RD	TITUS LN	KRYSTAL LN	0.05	7.08	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	36.33	High		SW, 1 Side	\$5,508.10				
P62	LAKE TRAFFORD RD	TIPPINS TER	"LAKE"	0.54											Medium		SW, 2 Sides	\$124,314.03	COLLIER			
P62	LAKE TRAFFORD RD	TIPPINS TER	PEPPER RD	0.20	0.00	0.00	6.50	0.00	0.00	5.08	5.00	0.00	0.00	16.58	Medium		SW, 2 Sides	\$46,574.55				
P62	LAKE TRAFFORD RD	PEPPER RD	"LAKE"	0.34	0.00	0.00	0.00	0.00	0.00	5.08	5.00	0.00	0.00	10.08	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$77,739.48				
P63	LIVINGSTON RD S	RADIO RD	GOLDEN GATE PKWY	1.41											High		SW, 1 Side	\$161,923.35	COLLIER			

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P63	LIVINGSTON RD S	RADIO RD	PROGRESS AVE	0.75	0.00	6.92	0.00	0.00	0.00	0.00	5.00	3.92	3.92	19.76	High		SW, 1 Side	\$86,395.85				
P63	LIVINGSTON RD S	PROGRESS AVE	GOLDEN GATE PKWY	0.66	0.00	0.00	0.00	0.00	0.00	5.08	5.00	3.92	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 1 Side	\$75,527.50				
P64	LIVINGSTON RD S	PINE RIDGE RD	GOLDEN GATE PKWY	2.59											Medium		SW, 1 Side	\$297,100.11	COLLIER			
P64	LIVINGSTON RD S	PINE RIDGE RD	BRYNWOOD PRESERVE LN	0.35	0.00	6.92	6.50	0.00	0.00	5.08	0.00	3.92	0.00	22.42	High	adjusted to maintain project continuity	SW, 1 Side	\$39,923.16				
P64	LIVINGSTON RD S	BISCAYNE CT	EATONWOOD LN	0.26	0.00	6.92	6.50	0.00	0.00	5.08	0.00	3.92	0.00	22.42	High	adjusted to maintain project continuity	SW, 1 Side	\$29,960.28				
P64	LIVINGSTON RD S	WYNDEMERE WAY	WHIPPOORWILL WAY	0.62	0.00	0.00	0.00	0.00	0.00	5.08	0.00	3.92	0.00	9.00	Medium		SW, 1 Side	\$70,675.53				
P64	LIVINGSTON RD S	WHIPPOORWILL WAY	BISCAYNE CT	0.22	0.00	0.00	0.00	0.00	0.00	5.08	0.00	3.92	0.00	9.00	Medium		SW, 1 Side	\$24,922.22				
P64	LIVINGSTON RD S	EATONWOOD LN	BRYNWOOD PRESERVE LN	0.18	0.00	6.92	6.50	0.00	0.00	5.08	0.00	3.92	0.00	22.42	High	adjusted to maintain project continuity	SW, 1 Side	\$20,835.54				
P64	LIVINGSTON RD S	GOLDEN GATE PKWY	GREY OAKS DR E	0.97	0.00	0.00	0.00	0.00	0.00	5.08	5.00	3.92	0.00	14.00	Medium		SW, 1 Side	\$110,783.38				
P65	LOGAN BLVD N	VANDERBILT BEACH RD	SYCAMORE DR	2.06											Low		SW, 1 Side	\$236,670.29	COLLIER			X
P65	LOGAN BLVD N	CORAL WOOD DR	HICKORY WOOD DR	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 1 Side	\$28,667.56				
P65	LOGAN BLVD N	LOGAN BLVD S	TEAK WOOD DR	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$21,649.49				
P65	LOGAN BLVD N	CHERRY WOOD DR	VANDERBILT BEACH RD	0.17	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 1 Side	\$19,592.38				
P65	LOGAN BLVD N	TEAK WOOD DR	CORAL WOOD DR	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$28,665.12				
P65	LOGAN BLVD N	HICKORY WOOD DR	CHERRY WOOD DR	0.25	0.00	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.92	Low		SW, 1 Side	\$29,073.87				
P65	LOGAN BLVD S	LOGAN BLVD N	MAHOGANY RIDGE DR	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$23,093.93				
P65	LOGAN BLVD S	TAMARIND RIDGE DR	SYCAMORE DR	0.25	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	5.83	Low		SW, 1 Side	\$28,705.87				
P65	LOGAN BLVD S	PALMETTO WOODS DR	TAMARIND RIDGE DR	0.25	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	5.83	Low		SW, 1 Side	\$28,597.28				
P65	LOGAN BLVD S	MAHOGANY RIDGE DR	PALMETTO WOODS DR	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$28,624.79				
P66	MAGNOLIA POND DR	COLLIER BLVD	TITAN WAY	0.81											Medium		SW, 1 Side	\$93,389.69	COLLIER			
P66	MAGNOLIA POND DR	NOAHS CIR	TITAN WAY	0.62	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$71,220.16				
P66	MAGNOLIA POND DR	COLLIER BLVD	NOAHS CIR	0.19	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 1 Side	\$22,169.53				
P67	MOORING LINE DR	GULFSHORE BLVD	CRAYTON RD	0.46											High		SW, 2 Sides	\$106,601.33	NAPLES			
P67	MOORING LINE DR		CRAYTON RD	0.08	0.00	6.92	0.00	0.00	0.00	5.08	5.00	0.00	0.00	17.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$19,019.43				
P67	MOORING LINE DR		BEACON LN	0.07	0.00	6.92	6.50	0.00	0.00	5.08	5.00	0.00	0.00	23.50	High		SW, 2 Sides	\$15,592.22				
P67	MOORING LINE DR		HAWSER LN	0.31	0.00	6.92	6.50	0.00	0.00	5.08	5.00	0.00	0.00	23.50	High		SW, 2 Sides	\$71,989.69				
P68	N 1ST ST	2ND AVE	IMMOKALEE DR	0.37											High		SW, 1 Side	\$42,647.75	COLLIER	PARTIALLY FUNDED	CST 2012/13	
P68	N 1ST ST	ADAMS AVE E	IMMOKALEE DR	0.08	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	30.33	High		SW, 1 Side	\$9,542.61				
P68	N 1ST ST	ROBERTS AVE	BROWARD ST	0.10	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	30.33	High		SW, 1 Side	\$11,624.69				
P68	N 1ST ST	BROWARD ST	ADAMS AVE E	0.07	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	30.33	High		SW, 1 Side	\$8,223.44				
P68	N 1ST ST	OAK ST	2nd Ave	0.12	0.00	6.92	6.50	6.08	5.83	0.00	5.00	0.00	0.00	30.33	High		SW, 1 Side	\$13,257.01				
P69	N BARFIELD DR	S BARFIELD DR	N COLLIER BLVD	2.01											High	adjusted to reflect programmed status	8' SW, 2 Sides	\$713,103.96	MARCO	PROGRAMMED		
P69	N BARFIELD DR	CANBY CT	HUMMINGBIRD CT	0.05	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$18,789.56				
P69	N BARFIELD DR	MENORCA CT	WOODBINE CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,354.09				
P69	N BARFIELD DR	S BARFIELD DR	Q0526	0.10	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	23.58	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$35,412.94				
P69	N BARFIELD DR	HUMMINGBIRD CT	HONDURAS AVE	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,653.85				
P69	N BARFIELD DR	TRIPOLI CT	BIMINI AVE	0.11	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	23.58	High	adjusted to reflect programmed status	8' SW, 2 Sides	\$40,265.60				
P69	N BARFIELD DR	WINDMILL AVE	ANTILLES CT	0.17	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$59,126.21				
P69	N BARFIELD DR	PIEDMONT CIR	WINDMILL AVE	0.13	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$45,786.75				
P69	N BARFIELD DR	WAVECREST CT	PIEDMONT CIR	0.07	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,504.63				

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P69	N BARFIELD DR	BLUEBIRD AVE	N COLLIER BLVD	0.06	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$20,598.85				
P69	N BARFIELD DR	6TH AVE	BLUEBIRD AVE	0.05	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	19.25	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$18,802.69				
P69	N BARFIELD DR		BARBADOS AVE	0.31	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$109,320.71				
P69	N BARFIELD DR	WOODBINE CT	CANBY CT	0.09	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$30,392.68				
P69	N BARFIELD DR		BRIARWOOD CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,460.74				
P69	N BARFIELD DR	BRIARWOOD CT	PIEDMONT CIR	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,397.22				
P69	N BARFIELD DR		MENORCA CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,637.49				
P69	N BARFIELD DR	GOLDCOAST CT	TRIPOLI CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,469.82				
P69	N BARFIELD DR		GOLDCOAST CT	0.06	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$19,595.81				
P69	N BARFIELD DR		BRIARWOOD TER	0.03	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$9,641.77				
P69	N BARFIELD DR	BAMBOO CT	6TH AVE	0.07	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	0.00	24.25	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$24,223.59				
P69	N BARFIELD DR	BIMINI AVE	BAMBOO CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,406.58				
P69	N BARFIELD DR		MAYWOOD CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,313.99				
P69	N BARFIELD DR	N BAHAMA AVE	WATERFALL CT	0.08	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$28,877.02				
P69	N BARFIELD DR	PIEDMONT CIR	WAVECREST CT	0.07	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$23,071.38				
P70	N COLLIER BLVD	ROSE CT	COLLIER BLVD	0.71											High	adjusted to reflect programmed status	8' SW, 2 Sides	\$253,236.74	MARCO	PROGRAMMED		
P70	N COLLIER BLVD	BUTTONWOOD CT	COLLIER BLVD	0.14	0.00	0.00	0.00	6.08	5.83	0.00	0.00	0.00	0.00	11.91	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$49,465.39				
P70	N COLLIER BLVD	FAIRLAWN CT	BUTTONWOOD CT	0.07	0.00	0.00	0.00	6.08	5.83	0.00	0.00	0.00	0.00	11.91	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$26,048.53				
P70	N COLLIER BLVD	CHESTNUT CT	FAIRLAWN CT	0.07	0.00	0.00	0.00	6.08	5.83	0.00	0.00	0.00	0.00	11.91	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,308.90				
P70	N COLLIER BLVD	YELLOWBIRD ST	N BARFIELD DR	0.22	0.00	0.00	0.00	6.08	5.83	0.00	0.00	0.00	0.00	11.91	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$79,735.98				
P70	N COLLIER BLVD	ROSE CT	YELLOWBIRD ST	0.13	0.00	0.00	6.50	6.08	5.83	0.00	0.00	0.00	0.00	18.41	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$45,952.71				
P70	N COLLIER BLVD	N BARFIELD DR	CHESTNUT CT	0.08	0.00	0.00	0.00	6.08	5.83	0.00	0.00	0.00	0.00	11.91	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$26,725.23				
P71	NAPLES BLVD	PINE RIDGE RD	HOLLYWOOD DR	0.64	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	3.92	21.67	High		SW, 1 Side	\$73,510.71	COLLIER			
P72	NEW MARKET RD E	CHARLOTTE ST	E MAIN ST	0.72											High		One Side & Both Sides	\$151,569.18	COLLIER			
P72	NEW MARKET RD E	CHARLOTTE ST	BROWARD ST	0.12	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	29.33	High		SW, 1 Side	\$13,438.75				
P72	NEW MARKET RD E	ALACHUA ST	BROWARD ST	0.08	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$18,151.13				
P72	NEW MARKET RD E	ALACHUA ST	ALACHUA ST	0.02	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$5,445.05				
P72	NEW MARKET RD E	NIXON DR	ALACHUA ST	0.05	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$11,143.63				
P72	NEW MARKET RD E	JEROME DR	NIXON DR	0.04	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$10,214.76				
P72	NEW MARKET RD E	10TH CT S	AIRPORT ACCESS	0.06	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$14,053.41				
P72	NEW MARKET RD E	JEROME DR	10TH CT S	0.14	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$32,019.07				
P72	NEW MARKET RD E	E MAIN ST	AIRPORT ACCESS	0.21	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$47,103.39				
P73	NEW MARKET RD W	CHARLOTTE ST	N 15TH ST	1.61											High		SW, 2 Sides	\$368,188.77	COLLIER	FUNDED	CST 2014/15	
P73	NEW MARKET RD W	HENDRY ST	INDIAN RIVER ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	35.41	High		SW, 2 Sides	\$24,299.30				
P73	NEW MARKET RD W	MANATEE ST	NASSAU ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	3.92	34.33	High		SW, 2 Sides	\$24,265.56				
P73	NEW MARKET RD W	LEE ST	MANATEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	3.92	34.33	High		SW, 2 Sides	\$24,350.25				
P73	NEW MARKET RD W	FLAGLER ST	GLADES ST	0.11	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	29.33	High		SW, 2 Sides	\$24,402.21				
P73	NEW MARKET RD W	INDIAN RIVER ST	JACKSON ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	35.41	High		SW, 2 Sides	\$24,280.03				
P73	NEW MARKET RD W	GLADES ST	HENDRY ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	35.41	High		SW, 2 Sides	\$24,479.55				
P73	NEW MARKET RD W	JACKSON ST	KISSIMMEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	39.33	High		SW, 2 Sides	\$24,370.93				
P73	NEW MARKET RD W	DADE ST	ESCAMBIA ST	0.11	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$25,003.06				
P73	NEW MARKET RD W	NEW MARKET RD W	SR 29 N	0.12	0.00	6.92	0.00	6.08	5.83	5.08	0.00	0.00	3.92	27.83	High		SW, 2 Sides	\$28,337.00				
P73	NEW MARKET RD W	NEW MARKET RD W	N 15TH ST	0.06	0.00	6.92	0.00	6.08	5.83	5.08	0.00	0.00	3.92	27.83	High		SW, 2 Sides	\$12,735.42				
P73	NEW MARKET RD W	PINELLAS ST	NEWMARKET RD W	0.03	0.00	6.92	0.00	6.08	5.83	5.08	0.00	0.00	3.92	27.83	High		SW, 2 Sides	\$6,618.75				

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P73	NEW MARKET RD W	OKEECHOBEE ST	PINELLAS ST	0.09	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	3.92	34.33	High		SW, 2 Sides	\$19,905.58				
P73	NEW MARKET RD W	NASSAU ST	OKEECHOBEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	3.92	34.33	High		SW, 2 Sides	\$24,278.27				
P73	NEW MARKET RD W	CHARLOTTE ST	DADE ST	0.14	0.00	6.92	6.50	0.00	5.83	5.08	5.00	0.00	0.00	29.33	High		SW, 2 Sides	\$31,004.65				
P73	NEW MARKET RD W	KISSIMMEE ST	LEE ST	0.11	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	3.92	39.33	High		SW, 2 Sides	\$24,377.51				
P73	NEW MARKET RD W	ESCAMBIA ST	FLAGGER ST	0.11	0.00	6.92	0.00	0.00	5.83	5.08	5.00	0.00	0.00	22.83	High		SW, 2 Sides	\$25,480.70				
P74	NORTHBROOKE DR	IMMOKALEE RD	BRYNWOOD DR	2.18											Medium		One Side & Both Sides	\$249,626.57	COLLIER	EXISTING SUP ON WEST SIDE		
P74	NORTHBROOKE DR	GRAND CYPRESS DR	LAUREL GREENS LN N	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$55,704.84				
P74	NORTHBROOKE DR	JASMINE LAKE CIR	BRYNWOOD DR	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$32,850.76				
P74	NORTHBROOKE DR	MILLCREEK LN	ASPEN CREEK LN	0.15	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$17,578.82				
P74	NORTHBROOKE DR	ASPEN CREEK LN	CYPRESS TRACE CIR	0.31	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$35,327.83				
P74	NORTHBROOKE DR	CYPRESS TRACE CIR	GRAND CYPRESS DR	0.40	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$46,114.67				
P74	NORTHBROOKE DR	TARPON BAY BLVD	INTERNATIONAL DR	0.12	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$14,214.28				
P74	NORTHBROOKE DR	INTERNATIONAL DR	MILLCREEK LN	0.08	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$9,270.01				
P74	NORTHBROOKE DR	IMMOKALEE RD	NORTHBROOKE PLAZA DR	0.09	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 1 Side	\$10,655.81				
P74	NORTHBROOKE DR	GRAND CYPRESS DR	JASMINE LAKE CIR	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$13,505.02				
P74	NORTHBROOKE DR	LAUREL GREENS LN N	GRAND CYPRESS DR	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$8,117.49				
P74	NORTHBROOKE DR	NORTHBROOK PLAZA DR	NORTHBROOK DR	0.05	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$6,287.04				
P75	OAKES BLVD	VANDERBILT BEACH RD	IMMOKALEE RD	1.99											Medium		SW, 2 Sides	\$455,309.97	COLLIER			
P75	OAKES BLVD	AUTUMN OAKS LN	IMMOKALEE RD	0.08	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 2 Sides	\$18,387.90				
P75	OAKES BLVD	STANDING OAKS LN	GOLDEN OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 2 Sides	\$57,242.72				
P75	OAKES BLVD	SPANISH OAKS LN	HIDDEN OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 2 Sides	\$57,297.98				
P75	OAKES BLVD	AUTUMN OAKS LN	HIDDEN OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 2 Sides	\$57,400.54				
P75	OAKES BLVD	SHADY OAKS LN	STANDING OAKS LN	0.25	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 2 Sides	\$57,322.34				
P75	OAKES BLVD	GOLDEN OAKS LN	SPANISH OAKS LN	0.25	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 2 Sides	\$57,270.68				
P75	OAKES BLVD	BUR OAKS LN	SHADY OAKS LN	0.25	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 2 Sides	\$57,341.14				
P75	OAKES BLVD	ENGLISH OAKS LN	BUR OAKS LN	0.25	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 2 Sides	\$57,349.80				
P75	OAKES BLVD	VANDERBILT BEACH RD	ENGLISH OAKS LN	0.16	0.00	6.92	0.00	0.00	0.00	0.00	5.00	0.00	0.00	11.92	Medium		SW, 2 Sides	\$35,696.87				
P76	OIL WELL RD	EVERGLADES BLVD N	SR 29	17.41											Low		One Side & Both Sides	\$3,634,923.03	COLLIER	RURAL - PAVED SHOULDER (EXISTING & NEEDED) MAY SUFFICE		X
P76	OIL WELL RD	CAMP KEAIS RD	PACIFIC GRADE RD	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$223,046.52				
P76	OIL WELL RD	EVERGLADES BLVD N	DESOTO BLVD N	1.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$420,934.99				
P76	OIL WELL RD	DESOTO BLVD N	OIL WELL GRADE RD	2.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$478,773.89				
P76	OIL WELL RD	OIL WELL GRADE RD	AVE MARIA BLVD	3.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$356,413.56				
P76	OIL WELL RD	AVE MARIA BLVD	CAMP KEAIS RD	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$229,497.38				
P76	OIL WELL RD	PACIFIC GRADE RD	SR 29	3.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$853,047.10				
P76	OIL WELL RD	SR 29	PRINGLE LN	1.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$348,765.16				
P76	OIL WELL RD	PRINGLE LN	CR 858	3.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$724,444.42				
P77	OLD US 41 N	TAMIAMI TRL N	COUNTY BOUNDARY	1.48											Medium		One Side & Both Sides	\$279,891.19	COLLIER			X
P77	OLD US 41 N	TURTLE CREEK BLVD	SUN CENTURY RD	0.17	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 2 Sides	\$39,181.32				
P77	OLD US 41 N	COLLIER CENTER WAY	TURTLE CREEK BLVD	0.04	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 1 Side	\$4,438.98				
P77	OLD US 41 N	SUN CENTURY RD	ANGLEWOOD CT	0.26	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 2 Sides	\$59,193.16				
P77	OLD US 41 N	GULF COAST DR	COLLIER CENTER WAY	0.27	7.08	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.58	Medium		SW, 1 Side	\$31,388.75				
P77	OLD US 41 N	TAMIAMI TRL N	GULF COAST DR	0.20	7.08	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.58	Medium		SW, 1 Side	\$22,362.11				
P77	OLD US 41 N	ANGLEWOOD CT	RAIL HEAD BLVD	0.10	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 2 Sides	\$23,808.24				
P77	OLD US 41 N	RAIL HEAD BLVD	ARBOR VIEW BLVD	0.19	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 2 Sides	\$42,548.06				

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P77	OLD US 41 N	ARBOR VIEW BLVD	PERFORMANCE WAY	0.24	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 2 Sides	\$55,652.65				
P77	OLD US 41 N	PERFORMANCE WAY	CAMP SANDY RIDGE RD	0.01	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium		SW, 1 Side	\$1,317.92				
P78	PARK SHORE DR	COLONADE	TAMIAMI TRAIL N	0.47											Medium		SW, 1 Side	\$53,702.65	NAPLES			
P78	PARK SHORE DR		PARKVIEW LN	0.08	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$9,225.00				
P78	PARK SHORE DR		BELAIR LN	0.11	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$12,540.59				
P78	PARK SHORE DR		CYPRESS WOODS DR	0.12	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	6.50	Low	adjusted to maintain project continuity	SW, 1 Side	\$13,719.91				
P78	PARK SHORE DR	COLONADE	OLD TRAIL DR	0.08	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$9,062.70				
P78	PARK SHORE DR		PARK SHORE CT	0.08	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to maintain project continuity	SW, 1 Side	\$9,154.45				
P79	PINE RIDGE RD	FOREST LAKES BLVD	WOODSHIRE LN	0.49											High		SW, 1 Side	\$56,402.31	COLLIER			
P79	PINE RIDGE RD	YAHL ST	NAPLES BLVD	0.19	7.08	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	29.00	High		SW, 1 Side	\$21,827.85				
P79	PINE RIDGE RD	FOREST LAKES BLVD	YAHL ST	0.18	7.08	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	29.00	High		SW, 1 Side	\$21,147.89				
P79	PINE RIDGE RD	NAPLES BLVD	WOODSHIRE LN	0.12	7.08	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	29.00	High		SW, 1 Side	\$13,426.57				
P80	PINE RIDGE RD	WHIPPOORWILL LN	NAPA BLVD	0.79											High		SW, 1 Side	\$91,104.78	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER SUP		
P80	PINE RIDGE RD	LAWSON WAY	RAMP	0.24	7.08	6.92	0.00	6.08	5.83	0.00	5.00	3.92	0.00	34.83	High		SW, 1 Side	\$27,945.78				
P80	PINE RIDGE RD	WHIPPOORWILL LN	LAWSON WAY	0.12	7.08	6.92	0.00	6.08	5.83	0.00	5.00	3.92	0.00	34.83	High		SW, 1 Side	\$14,229.69				
P80	PINE RIDGE RD	RAMP	NAPA BLVD	0.23	7.08	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.91	High		SW, 1 Side	\$26,941.61				
P80	PINE RIDGE RD	RAMP	RAMP	0.19	7.08	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.91	High		SW, 1 Side	\$21,987.69				
P80	PINE RIDGE RD	WHIPPOORWILL LN	LAWSON WAY	0.12	7.08	6.92	0.00	6.08	5.83	0.00	5.00	3.92	0.00	34.83	High		SW, 1 Side	\$14,229.69				
P80	PINE RIDGE RD	RAMP	NAPA BLVD	0.23	7.08	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.91	High		SW, 1 Side	\$26,941.61				
P80	PINE RIDGE RD	RAMP	RAMP	0.19	7.08	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.91	High		SW, 1 Side	\$21,987.69				
P81	PINE RIDGE RD	LOGAN BLVD S	COLLIER BLVD	1.89											Low		SW, 2 Sides	\$434,357.54	COLLIER	CONSTRAINED ROADWAY, MAY CONSIDER SUP		
P81	PINE RIDGE RD	NEFFS WAY	COLLIER BLVD	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.92	0.00	3.92	Low		SW, 2 Sides	\$32,238.71				
P81	PINE RIDGE RD	LOGAN BLVD S	NEFFS WAY	1.75	0.00	0.00	0.00	0.00	5.83	0.00	0.00	3.92	0.00	9.75	Low		SW, 2 Sides	\$402,118.83				
P82	RADIO RD	IBIS CLUB DR	DAVIS BLVD	0.27											Medium		One Side & Both Sides	\$45,415.06	COLLIER			
P82	RADIO RD	IBIS CLUB DR	RADIO LN	0.15	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 1 Side	\$16,933.30				
P82	RADIO RD	RADIO LN	DAVIS BLVD	0.12	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium		SW, 2 Sides	\$28,481.76				
P83	RANDALL BLVD	APPROACH BLVD	DESOTO BLVD N	3.68	7.08										Low		SW, 2 Sides	\$843,227.46	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P83	RANDALL BLVD	EVERGLADES BLVD N	DESOTO BLVD N	1.84	7.08	6.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$421,041.94				
P83	RANDALL BLVD	APPROACH BLVD	EVERGLADES BLVD N	1.84	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low		SW, 2 Sides	\$422,185.52				
P84	RANDALL BLVD	IMMOKALEE RD	APPROACH BLVD	1.64											Medium		One Side & Both Sides	\$335,075.58	COLLIER			X
P84	RANDALL BLVD	RANDALL BLVD	8TH ST NE	0.48	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to maintain project continuity	SW, 2 Sides	\$109,778.60				
P84	RANDALL BLVD	RANDALL BLVD	IMMOKALEE RD	0.04	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to maintain project continuity	SW, 2 Sides	\$9,006.89				
P84	RANDALL BLVD	8TH ST NE	VALENCIA LAKES BLVD	0.37	7.08	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	13.58	Medium		SW, 1 Side	\$41,974.23				
P84	RANDALL BLVD	VALENCIA LAKES BLVD	APPROACH BLVD	0.64	7.08	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	13.58	Medium		SW, 2 Sides	\$147,072.33				
P84	RANDALL BLVD	RANDALL BLVD		0.12	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to maintain project continuity	SW, 2 Sides	\$27,243.53				
P85	S 1ST ST	EUSTIS AVE	STOCKADE RD	1.00											High		One Side & Both Sides	\$217,635.74	COLLIER			X
P85	S 1ST ST	SCHOOL RD	BETHUNE RD	0.25	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	21.92	High		SW, 2 Sides	\$56,647.65				
P85	S 1ST ST	EUSTIS AVE	CARVER ST	0.09	7.08	6.92	6.50	6.08	5.83	0.00	5.00	0.00	3.92	41.33	High		SW, 1 Side	\$10,567.56				
P85	S 1ST ST	CARVER ST	SCHOOL RD	0.16	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	3.92	27.75	High		SW, 2 Sides	\$35,593.94				
P85	S 1ST ST	BETHUNE RD	STOCKADE RD	0.50	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	3.92	16.92	High		SW, 2 Sides	\$114,826.58	COLLIER			
P86	S BARFIELD DR	N BARFIELD DR	WINTERBERRY DR	0.64											High	adjusted to reflect programmed status	8' SW, 2 Sides	\$228,568.44	MARCO	PROGRAMMED		
P86	S BARFIELD DR	WINTERBERRY DR	INLET DR	0.06	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$22,499.29				
P86	S BARFIELD DR	MACAO CT	WINTERBERRY DR	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$26,339.87				
P86	S BARFIELD DR	HAWAII CIR	MEDEIRA CT	0.14	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$50,997.09				

2012 Comprehensive Pathways Plan
Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P86	S BARFIELD DR	MEDEIRA CT	MACAO CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,840.36				
P86	S BARFIELD DR	N BARFIELD DR	HAWAII CIR	0.29	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$102,891.84				
P87	S HEATHWOOD DR	SAN MARCO RD	WINTERBERRY DR	0.67										12.75	High	adjusted to reflect programmed status	12' SUP, 1 Side	\$183,439.43	MARCO	ANDULUSIA TO AUBURNDALE PROGRAMMED		
P87	S HEATHWOOD DR	ANDALUSIA TER	AUBURNDALE AVE	0.34	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	12' SUP, 1 Side	\$91,719.72	MARCO			
P87	S HEATHWOOD DR	ANDALUSIA TER	TREASURE CT	0.12	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	12' SUP, 1 Side	\$32,897.63				
P87	S HEATHWOOD DR	TREASURE CT	BALBOA CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	12' SUP, 1 Side	\$19,683.53				
P87	S HEATHWOOD DR	BALBOA CT	ARUBA CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	12' SUP, 1 Side	\$19,622.52				
P87	S HEATHWOOD DR		LILY CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	12' SUP, 1 Side	\$19,516.03				
P88	SAINT ANDREWS BLVD	RATTLESNAKE HAMMOCK RD	PEGGY CIR	0.08	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 1 Side	\$8,670.03	COLLIER			
P89	SAN MARCO RD	N COLLIER BLVD	HEATHWOOD DR	1.00											High		8' SW, 1 Side	\$176,598.49	MARCO	PROGRAMMED		
P89	SAN MARCO RD	BUTTERCUP CT	LANDMARK ST	0.05	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		8' SW, 1 Side	\$9,593.91				
P89	SAN MARCO RD	COPPERFIELD CT	PRIMROSE CT	0.12	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		8' SW, 1 Side	\$21,093.28				
P89	SAN MARCO RD	PRIMROSE CT	LAMPLIGHTER DR	0.07	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		8' SW, 1 Side	\$12,779.44				
P89	SAN MARCO RD	HICKORY CT	S SEAS CT	0.11	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High	adjusted to maintain project continuity	8' SW, 1 Side	\$18,894.63				
P89	SAN MARCO RD	LAMPLIGHTER DR	HICKORY CT	0.07	0.00	6.92	0.00	6.08	5.83	0.00	0.00	0.00	0.00	18.83	Medium	adjusted to maintain project continuity	8' SW, 1 Side	\$12,834.61				
P89	SAN MARCO RD	S SEAS CT	HEATHWOOD DR	0.23	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High	adjusted to maintain project continuity	8' SW, 1 Side	\$40,819.45				
P89	SAN MARCO RD	N COLLIER BLVD	GREENBRIER ST	0.11	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	23.41	High		8' SW, 1 Side	\$19,098.20				
P89	SAN MARCO RD	GREENBRIER ST	MANOR TER	0.06	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	23.41	High		8' SW, 1 Side	\$11,205.73				
P89	SAN MARCO RD	MANOR TER	BUTTERCUP CT	0.07	0.00	0.00	6.50	6.08	5.83	0.00	5.00	0.00	0.00	23.41	High		8' SW, 1 Side	\$12,850.00				
P89	SAN MARCO RD	LANDMARK ST	COPPERFIELD CT	0.10	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	High		8' SW, 1 Side	\$17,429.24				
P90	SAN MARCO RD	US 41	CITY BOUNDARY	6.35											Low		SW, 2 Sides	\$1,456,170.11	COLLIER			
P90	SAN MARCO RD	GOODLAND DR	CURCIE RD	4.49	0.00	0.00	0.00	0.00	0.00	5.08	0.00	3.92	0.00	9.00	Low		SW, 2 Sides	\$1,029,521.08				
P90	SAN MARCO RD	CURCIE RD	TAMIAMI TRL E	1.86	0.00	0.00	0.00	0.00	0.00	5.08	0.00	3.92	0.00	9.00	Low		SW, 2 Sides	\$426,649.03				
P91	SAN MARCO RD	SAND HILL ST	N BARFIELD DR	0.62											High	adjusted to reflect programmed status	8' SW, 2 Sides	\$220,510.04	MARCO			
P91	SAN MARCO RD	ALGONQUIN CT	GULFPORT CT	0.07	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,694.66				
P91	SAN MARCO RD	GULFPORT CT	N BAHAMA AVE	0.09	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$33,322.61				
P91	SAN MARCO RD	N BAHAMA AVE	N BARFIELD DR	0.14	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$47,957.72				
P91	SAN MARCO RD	SAND HILL ST	TEMPLEWOOD CT	0.05	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$18,883.15				
P91	SAN MARCO RD	GULFSTREAM ST	MADAGASCAR CT	0.08	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$29,785.10				
P91	SAN MARCO RD	MADAGASCAR CT	ALGONQUIN CT	0.07	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,687.59				
P91	SAN MARCO RD	TEMPLEWOOD CT	GULFSTREAM ST	0.11	0.00	6.92	0.00	6.08	5.83	0.00	5.00	0.00	0.00	23.83	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$39,179.21				
P92	SAN MARCO RD	N BARFIELD DR	City Limits	2.91											High			\$516,215.93	MARCO			
P92	SAN MARCO RD	DOGWOOD DR	VINTAGE BAY DR	0.10	0.00	6.92	0	0	0	5.08	0.00	3.92	0	15.92	Medium		8' SW, 1 Side	\$17,768.88				
P92	SAN MARCO RD	BALMORAL CT	COVEWOOD ST S	0.15	0.00	6.92	0	0	5.83	5.08	5.00	3.92	0	26.75	High		8' SW, 1 Side	\$25,809.76				
P92	SAN MARCO RD	N BARFIELD DR	BALMORAL CT	0.14	0.00	6.92	0	6.08	5.83	5.08	5.00	3.92	0	32.83	High		8' SW, 1 Side	\$24,870.15				
P92	SAN MARCO RD	VINTAGE BAY DR	WHISKEY CREEK DR	0.30	0.00	6.92	0	0	0	5.08	0.00	3.92	0	15.92	Medium		8' SW, 1 Side	\$52,337.16				
P92	SAN MARCO RD	WHISKEY CREEK DR	STEVENS LANDING DR	0.14	0.00	6.92	0	0	0	5.08	0.00	3.92	0	15.92	Medium		8' SW, 1 Side	\$24,041.93				
P92	SAN MARCO RD	STEVENS LANDING DR	GOODLAND DR	1.06	0.00	6.92	0	0	0	5.08	0.00	3.92	0	15.92	Medium		8' SW, 1 Side	\$188,914.43				
P92	SAN MARCO RD	N SUNSET ST	S FLORAL CT	0.30	0.00	6.92	0	0	0	5.08	5.00	3.92	0	21.75	High		8' SW, 1 Side	\$53,067.73				
P92	SAN MARCO RD	ANCHOR CT	N SUNSET ST	0.17	0.00	6.92	0	0	5.83	5.08	5.00	3.92	0	26.75	High		8' SW, 1 Side	\$30,071.51				
P92	SAN MARCO RD	COVEWOOD CT	ANCHOR CT	0.07	0.00	6.92	0	0	5.83	5.08	5.00	3.92	0	26.75	High		8' SW, 1 Side	\$12,768.37				
P92	SAN MARCO RD	S FLORAL CT	MARINER ST	0.22	0.00	6.92	0	0	5.83	5.08	0.00	3.92	0	21.75	High		8' SW, 1 Side	\$38,341.41				
P92	SAN MARCO RD	MARINER ST	DOGWOOD DR	0.27	0.00	6.92	0	0	5.83	5.08	0.00	3.92	0	21.75	High		8' SW, 1 Side	\$48,224.58				
P93	SANTA BARBARA BLVD	CEDAR TREE LN	COPPER LEAF LN	1.00											High		One Side & Both Sides	\$210,174.87	COLLIER			

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P93	SANTA BARBARA BLVD	HUNTER BLVD	SEA GRASS LN	0.16	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	35.41	High		SW, 2 Sides	\$36,786.65				
P93	SANTA BARBARA BLVD	STAR GRASS LN	CORONADO PKWY	0.17	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	30.41	High		SW, 2 Sides	\$39,442.04				
P93	SANTA BARBARA BLVD	CORONADO PKWY	COPPER LEAF LN	0.08	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	30.41	High		SW, 1 Side	\$8,890.72				
P93	SANTA BARBARA BLVD	CEDAR TREE LN	WESTPORT LN	0.25	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	35.41	High		SW, 2 Sides	\$57,526.76				
P93	SANTA BARBARA BLVD	SEA GRASS LN	22ND PL SW	0.14	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	35.41	High		SW, 2 Sides	\$32,179.67				
P93	SANTA BARBARA BLVD	22ND PL SW	STAR GRASS LN	0.11	0.00	6.92	6.50	6.08	5.83	5.08	0.00	0.00	0.00	30.41	High		SW, 2 Sides	\$25,099.21				
P93	SANTA BARBARA BLVD	WESTPORT LN	HUNTER BLVD	0.09	0.00	6.92	6.50	6.08	5.83	5.08	5.00	0.00	0.00	35.41	High		SW, 1 Side	\$10,249.82				
P94	SMALLWOOD DR	End of Road	N LOPEZ LN	0.62											Low		SW, 2 Sides	\$141,639.71	COLLIER	RURAL - EXISTING PAVED SHOULDERS & PAVED SW MAY SUFFICE		
P94	SMALLWOOD DR	CHOKOLOSKEE DR	STOKES LN	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$29,692.07				
P94	SMALLWOOD DR	End of Road	STOKES LN	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$10,908.23				
P94	SMALLWOOD DR	N LOPEZ LN	DEMERE LN	0.09	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 2 Sides	\$20,280.80				
P94	SMALLWOOD DR	SNOOK ALY	E CHOKOLOSKEE DR	0.06	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 2 Sides	\$13,277.82				
P94	SMALLWOOD DR	SMALLWOOD DR	E CHOKOLOSKEE DR	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$13,701.89				
P94	SMALLWOOD DR	CHOKOLOSKEE DR	SMALLWOOD DR	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$11,422.66				
P94	SMALLWOOD DR	COPELAND AVE S	N LOPEZ LN	0.18	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 2 Sides	\$42,356.24				
P95	SR 29	WILLAMS LN	AGRICULTURE WAY	1.35											High		One Side & Both Sides	\$192,846.53	COLLIER	RURAL - EXISTING PAVED SHOULDERS & PAVED SW ON WEST SIDE MAY SUFFICE		
P95	SR 29	WILLAMS LN	FARM WORKER WAY	0.43	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	3.92	16.92	Medium	adjusted to maintain project continuity	SW, 1 Side	\$49,388.41				
P95	SR 29	FARM WORKER WAY	AGRICULTURE WAY	0.33	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	23.42	High		SW, 2 Sides	\$75,272.65				
P95	SR 29	NEW HARVEST RD	WILLIAMS LN	0.40	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	21.92	High		SW, 1 Side	\$45,433.80				
P95	SR 29	NEW HARVEST RD	NEW HARVEST RD	0.20	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium	adjusted to maintain project continuity	SW, 1 Side	\$22,751.67				
P96	SR 29	AGRICULTURE WAY	TAMAIMI TRL E	35.08											Low		SW, 2 Sides	\$8,043,729.50	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		X
P96	SR 29	CR 858	OIL WELL PARK RD	1.37	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	11.08	Low		SW, 2 Sides	\$314,319.07				
P96	SR 29	OIL WELL PARK RD	BIG CYPRESS RD	4.48	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	0.00	11.08	Low		SW, 2 Sides	\$1,028,143.40				
P96	SR 29	WAGON WHEEL RD	JANES SCENIC DR	1.35	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low		SW, 2 Sides	\$309,203.63				
P96	SR 29	JANES SCENIC DR	TAMAIMI TRL E	2.50	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low		SW, 2 Sides	\$572,338.57				
P96	SR 29	BIG CYPRESS RD	RAMP	4.16	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$953,088.95				
P96	SR 29	RAMP	WAGON WHEEL RD	12.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$2,959,229.62				
P96	SR 29	RAMP	RAMP	0.44	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$100,585.31				
P96	SR 29	IMMOKALEE BOUNDARY	OIL WELL RD	6.81	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$1,561,478.52				
P96	SR 29	AGRICULTURE WAY	IMMOKALEE BOUNDARY	1.07	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	23.42	Low		SW, 2 Sides	\$245,342.44				
P97	SR 29 N	NEW MARKET RD W	COUNTY BOUNDARY	5.13											Low		SW, 2 Sides	\$1,176,411.63	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE		X
P97	SR 29 N	MADISON AVE W	HERITAGE BLVD	0.09	0.00	6.92	0.00	6.08	5.83	0.00	0.00	0.00	3.92	22.75	Low		SW, 2 Sides	\$21,362.33				
P97	SR 29 N	SR 82	COUNTY BOUNDARY	2.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$480,559.93				
P97	SR 29 N	EXPERIMENTAL STATION RD	OQUINN RD	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$118,861.16				
P97	SR 29 N	HERITAGE BLVD	IMMOKALEE BOUNDARY	0.71	0.00	6.92	0.00	0.00	5.83	0.00	0.00	0.00	3.92	16.67	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$162,797.32				
P97	SR 29 N	NEW MARKET RD W	MADISON AVE W	0.05	0.00	6.92	0.00	6.08	5.83	0.00	0.00	0.00	3.92	22.75	High	adjusted to maintain project continuity	SW, 2 Sides	\$11,433.30				
P97	SR 29 N	WESTCLOX ST	NEW MARKET RD W	0.10	0.00	6.92	0.00	6.08	5.83	0.00	0.00	0.00	3.92	22.75	High	adjusted to maintain project continuity	SW, 2 Sides	\$22,251.86				
P97	SR 29 N	JOHNSON RD	SR 82	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$209,473.23				
P97	SR 29 N	OQUINN RD	JOHNSON RD	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$30,440.65				
P97	SR 29 N	IMMOKALEE BOUNDARY	EXPERIMENTAL STATION RD	0.52	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	5.83	Low		SW, 2 Sides	\$119,231.84				
P98	SR 82	SR 29 N	COUNTY BOUNDARY	7.03											Low		SW, 2 Sides	\$1,611,350.63	COLLIER	RURAL - PAVED SHOULDER (EXISTING) MAY SUFFICE	PE 2012/13	X
P98	SR 82	EDWARDS GROVE RD	LAMM RD	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$229,216.86				
P98	SR 82	CHURCH RD	COUNTY BOUNDARY	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$189,048.09				
P98	SR 82	GATOR SLOUGH LN	CORKSCREW RD	2.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$526,049.94				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P98	SR 82	LAMM RD	GATOR SLOUGH LN	1.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$232,459.86				
P98	SR 82	SR 29 N	EDWARDS GROVE RD	1.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$238,592.90				
P98	SR 82	CORKSCREW RD	CHURCH RD	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$195,982.98				
P99	SUNSHINE BLVD	GREEN BLVD	17TH AVE SW	0.16											High		SW, 1 Side	\$18,452.09	COLLIER			
P99	SUNSHINE BLVD	GREEN BLVD	16TH PL SW	0.08	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	3.92	23.42	High		SW, 1 Side	\$8,925.77				
P99	SUNSHINE BLVD	16TH PL SW	17TH AVE SW	0.08	0.00	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	29.25	High		SW, 1 Side	\$9,526.32				
P100	TAMIAMI TRL E	COLLIER BLVD	DUDA RD	3.62											High		One Side & Both Sides	\$771,434.31	COLLIER			X
P100	TAMIAMI TRL E	SONOMA BLVD	ABIAKA WAY	0.27	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 2 Sides	\$62,678.96				
P100	TAMIAMI TRL E	GREYSTONE BLVD	HENDERSON DR	0.10	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	0.00	18.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$23,300.55				
P100	TAMIAMI TRL E	ABIAKA WAY	GREENWAY RD	0.48	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	12.58	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$109,951.50				
P100	TAMIAMI TRL E	MANATEE RD	NAPLES RESERVE BLVD	0.46	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	0.00	13.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$105,139.26				
P100	TAMIAMI TRL E	COLLIER BLVD	MONDAGO LN	0.46	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	3.92	15.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$104,556.62				
P100	TAMIAMI TRL E	GREENWAY RD	DUDA RD	0.22	0.00	0.00	6.50	6.08	0.00	0.00	0.00	0.00	0.00	12.58	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$50,697.80				
P100	TAMIAMI TRL E	HENDERSON DR	MANATEE RD	0.81	0.00	6.92	0.00	6.08	0.00	0.00	0.00	0.00	0.00	13.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$184,974.82				
P100	TAMIAMI TRL E	TRAIL RIDGE RD	GREYSTONE BLVD	0.15	0.00	6.92	0.00	6.08	0.00	0.00	5.00	0.00	3.92	21.92	High		SW, 2 Sides	\$34,164.50				
P100	TAMIAMI TRL E	MONDAGO LN	TRAIL RIDGE RD	0.16	0.00	0.00	0.00	6.08	0.00	0.00	5.00	0.00	3.92	15.00	Medium	adjusted to maintain project continuity	SW, 2 Sides	\$37,592.96				
P100	TAMIAMI TRL E	IMPERIAL WILDERNESS BL	JERRY ANN LN	0.28	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$32,076.78				
P100	TAMIAMI TRL E	NAPLES RESERVE BLVD	IMPERIAL WILDERNESS BLVD	0.23	0.00	6.92	6.50	6.08	0.00	0.00	0.00	0.00	0.00	19.50	High		SW, 1 Side	\$26,300.57				
P101	TAMIAMI TRL E	DUDA RD	COUNTY BOUNDARY	53.13											Low		SW, 2 Sides	\$12,182,658.30	COLLIER	RURAL - PAVED SHOULDER (MOSTLY EXISTING) MAY SUFFICE		X
P101	TAMIAMI TRL E	MILLER BLVD	NEWPORT DR	4.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$951,048.03				
P101	TAMIAMI TRL E	NEWPORT DR	CAYS DR	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$66,544.98				
P101	TAMIAMI TRL E	ELEVEN MILE RD		6.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$1,492,187.67				
P101	TAMIAMI TRL E	BURNS RD	MONUMENT RD	7.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$1,666,985.64				
P101	TAMIAMI TRL E	MONUMENT RD	LOOP RD	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$192,607.80				
P101	TAMIAMI TRL E	LOOP RD	ELEVEN MILE RD	9.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$2,154,614.07				
P101	TAMIAMI TRL E	E HAMILTON RD	LAKE PARK BLVD	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$31,653.72				
P101	TAMIAMI TRL E	SAN MARCO RD	MILLER BLVD	1.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$346,138.70				
P101	TAMIAMI TRL E	RIGGS RD	ROYAL HAMMOCK BLVD	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$43,387.73				
P101	TAMIAMI TRL E	CAYS DR	CR 29	9.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$2,240,010.90				
P101	TAMIAMI TRL E	SATINWOOD DR	BIRDON RD	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$178,669.26				
P101	TAMIAMI TRL E	BASS LAKE RD	TURNER RIVER RD	2.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$503,988.36				
P101	TAMIAMI TRL E	TURNER RIVER RD	BURNS RD	2.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$499,832.60				
P101	TAMIAMI TRL E	SIX LS FARM RD	TOMATO RD	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$224,450.23				
P101	TAMIAMI TRL E	TOMATO RD	SAN MARCO RD	1.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$304,018.02				
P101	TAMIAMI TRL E	BASIK DR	TRINITY PL	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$43,184.76				
P101	TAMIAMI TRL E	TRINITY PL	AUTO RANCH RD	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$13,830.81				
P101	TAMIAMI TRL E	BIRDON RD	BASS LAKE RD	1.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$230,571.51				
P101	TAMIAMI TRL E	LAKE PARK BLVD	RIGGS RD	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$39,474.19				
P101	TAMIAMI TRL E	AUTO RANCH RD	E HAMILTON RD	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$57,033.68				
P101	TAMIAMI TRL E	SR 29	SATINWOOD DR	2.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$616,831.17				
P101	TAMIAMI TRL E	ROYAL HAMMOCK BLVD	ROYAL HAMMOCK BLVD	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$44,500.33				
P101	TAMIAMI TRL E	ROYAL HAMMOCK BLVD	SIX LS FARM RD	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$31,823.13				
P101	TAMIAMI TRL E	DUDA RD	BASIK DR	0.91	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$209,271.00				
P102	TAMIAMI TRL N	92ND AVE N	111TH AVE N	1.18											High		SW, 1 Side	\$135,411.03	COLLIER			

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P102	TAMIAMI TRL N	110TH AVE N	111TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$6,933.76				
P102	TAMIAMI TRL N	109TH AVE N	110TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,179.39				
P102	TAMIAMI TRL N	93RD AVE N	94TH AVE N	0.06	7.08	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.91	High		SW, 1 Side	\$7,201.20				
P102	TAMIAMI TRL N	92ND AVE N	93RD AVE N	0.06	7.08	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.91	High		SW, 1 Side	\$7,128.56				
P102	TAMIAMI TRL N	101ST AVE N	102ND AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,271.68				
P102	TAMIAMI TRL N	100TH AVE N	101ST AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,135.81				
P102	TAMIAMI TRL N	107TH AVE N	108TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,344.95				
P102	TAMIAMI TRL N	105TH AVE N	106TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,167.19				
P102	TAMIAMI TRL N	99TH AVE N	100TH AVE N	0.06	7.08	0.00	6.50	6.08	5.83	0.00	5.00	3.92	3.92	38.33	High		SW, 1 Side	\$7,249.78				
P102	TAMIAMI TRL N	95TH AVE N	96TH AVE N	0.06	7.08	0.00	6.50	6.08	5.83	0.00	5.00	3.92	3.92	38.33	High		SW, 1 Side	\$6,965.89				
P102	TAMIAMI TRL N	94TH AVE N	95TH AVE N	0.06	7.08	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	27.91	High		SW, 1 Side	\$7,181.66				
P102	TAMIAMI TRL N	97TH AVE N	98TH AVE N	0.06	7.08	0.00	6.50	6.08	5.83	0.00	5.00	3.92	3.92	38.33	High		SW, 1 Side	\$7,224.26				
P102	TAMIAMI TRL N	96TH AVE N	97TH AVE N	0.06	7.08	0.00	6.50	6.08	5.83	0.00	5.00	3.92	3.92	38.33	High		SW, 1 Side	\$7,158.89				
P102	TAMIAMI TRL N	102ND AVE N	103RD AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$6,921.63				
P102	TAMIAMI TRL N	108TH AVE N	109TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,081.67				
P102	TAMIAMI TRL N	106TH AVE N	107TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,115.60				
P102	TAMIAMI TRL N	104TH AVE N	105TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$7,145.58				
P102	TAMIAMI TRL N	98TH AVE N	99TH AVE N	0.06	7.08	0.00	6.50	6.08	5.83	0.00	5.00	3.92	3.92	38.33	High		SW, 1 Side	\$7,043.88				
P102	TAMIAMI TRL N	103RD AVE N	104TH AVE N	0.06	7.08	6.92	6.50	6.08	5.83	0.00	5.00	3.92	3.92	45.25	High		SW, 1 Side	\$6,959.64				
P103	TAMIAMI TRL N	PINE RIDGE RD	VANDERBILT BEACH RD	2.70											High		SW, 2 Sides	\$619,161.55	COLLIER	FUNDED FROM VANDERBILT BEACH RD TO SOUTH OF PELICAN BAY BLVD		
P103	TAMIAMI TRL N	OAKMONT PKWY	VANDERBILT BEACH RD	0.19	0.00	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	20.83	High		SW, 2 Sides	\$43,466.78				
P103	TAMIAMI TRL N	GULF PARK DR	BANYAN RD	0.71	0.00	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	20.83	High		SW, 2 Sides	\$162,876.95				
P103	TAMIAMI TRL N	BANYAN RD	PELICAN BAY BLVD	0.19	0.00	0.00	6.50	6.08	5.83	0.00	5.00	3.92	0.00	27.33	High		SW, 2 Sides	\$42,629.61				
P103	TAMIAMI TRL N	CENTER ST	CAJEPUT DR	0.64	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	0.00	21.92	High		SW, 2 Sides	\$146,439.51				
P103	TAMIAMI TRL N	PELICAN BAY BLVD	OAKMONT PKWY	0.18	0.00	0.00	0.00	6.08	5.83	0.00	5.00	3.92	0.00	20.83	High		SW, 2 Sides	\$41,378.80				
P103	TAMIAMI TRL N	CAJEPUT DR	GULF PARK DR	0.16	0.00	0.00	0.00	6.08	0.00	0.00	0.00	3.92	0.00	10.00	low	adjusted to maintain project continuity	SW, 2 Sides	\$36,427.70				
P103	TAMIAMI TRL N	LAUREL OAK DR	PELICAN BAY BLVD	0.18	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	3.92	25.84	High		SW, 2 Sides	\$40,723.32				
P103	TAMIAMI TRL N	PELICAN BAY BLVD	CENTER ST	0.18	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	3.92	25.84	High		SW, 2 Sides	\$40,769.47				
P103	TAMIAMI TRL N	PINE RIDGE RD	LAUREL OAK DR	0.28	0.00	6.92	0.00	6.08	0.00	0.00	5.00	3.92	3.92	25.84	High		SW, 2 Sides	\$64,449.42				
P104	THOMASSON DR	VERITY LN	ORCHARD LN	0.29											High		SW, 1 Side	\$33,783.08	COLLIER	PROGRAMMED - BGT MSTU		
P104	THOMASSON DR	ALLADIN LN	LOMBARDY LN	0.14	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 1 Side	\$16,538.97				
P104	THOMASSON DR	VERITY LN	ALLADIN LN	0.09	0.00	6.92	0.00	6.08	0.00	5.08	5.00	0.00	0.00	23.08	High		SW, 1 Side	\$10,776.07				
P104	THOMASSON DR	LOMBARDY LN	ORCHARD LN	0.06	0.00	6.92	6.50	6.08	0.00	5.08	5.00	0.00	0.00	29.58	High		SW, 1 Side	\$6,468.04				
P105	TIGERTAIL CT	HERNANDO DR	N COLLIER BLVD	0.39											High	adjusted to reflect programmed status	8' SW, 2 Sides	\$139,428.84	MARCO	PROGRAMMED		
P105	TIGERTAIL CT	CENTURY CT	CENTURY CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,570.67				
P105	TIGERTAIL CT	CENTURY CT	N COLLIER BLVD	0.13	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$45,775.97				
P105	TIGERTAIL CT	HERNANDO DR	CRESCENT ST	0.12	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$42,400.46				
P105	TIGERTAIL CT	CRESCENT ST	DORANDO CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	8' SW, 2 Sides	\$25,681.73				
P106	VANDERBILT BEACH RD	GULF SHORE CT	COMMERCE ST	0.11	7.08	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	24.41	High		SW, 1 Side	\$12,282.50	COLLIER			
P107	VANDERBILT BEACH RD	WEBER BLVD N	25TH ST NW	1.86											Low		SW, 2 Sides	\$426,115.35	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P107	VANDERBILT BEACH RD	SUNDANCE RD	25TH ST NW	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$114,844.00				
P107	VANDERBILT BEACH RD	MASSEY ST	SUNDANCE RD	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$114,655.66				
P107	VANDERBILT BEACH RD	DANBURY BLVD	MASSEY ST	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$54,524.91				
P107	VANDERBILT BEACH RD	WEBER BLVD N	DANBURY BLVD	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 2 Sides	\$142,090.79				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P108	VANDERBILT DR	BLUEBILL AVE	CAPTN KATE CT	0.25	7.08	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	25.50	High		SW, 1 Side	\$29,007.25	COLLIER			
P109	VANDERBILT DR	ROMA CT	WIGGINS PASS RD	1.18											High		SW, 1 Side	\$134,747.22	COLLIER			
P109	VANDERBILT DR	DOCKSIDE DR	WIGGINS PASS RD	0.10	7.08	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	12.08	Medium	adjusted to maintain project continuity	SW, 1 Side	\$11,181.31				
P109	VANDERBILT DR	ROMA CT	DOCKSIDE DR	1.08	7.08	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	25.50	High		SW, 1 Side	\$123,565.90				
P110	VANDERBILT DR	6TH ST	2ND ST	0.24											Low		SW, 1 Side	\$27,761.79	COLLIER			
P110	VANDERBILT DR	5TH ST	4TH ST	0.06	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 1 Side	\$6,858.75				
P110	VANDERBILT DR	5TH ST	4TH ST	0.06	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 1 Side	\$6,944.18				
P110	VANDERBILT DR	6TH ST	5TH ST	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$7,069.27				
P110	VANDERBILT DR	3RD ST	2ND ST	0.06	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 1 Side	\$6,889.59				
P111	VANDERBILT DR	8TH ST	WIGGINS PASS RD	2.02											Low		SW, 1 Side	\$231,896.58	COLLIER			
P111	VANDERBILT DR	EDEN BAY DR	ARBOR LAKE DR	0.17	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 1 Side	\$19,324.72				
P111	VANDERBILT DR	EDEN BAY DR	RETREAT DR	0.06	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 1 Side	\$7,111.82				
P111	VANDERBILT DR	WOODS EDGE PKWY	AUDUBON BLVD	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$25,917.10				
P111	VANDERBILT DR	8TH ST	9TH ST	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$7,416.46				
P111	VANDERBILT DR	BAY FOREST DR	AUDUBON BLVD	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$23,602.15				
P111	VANDERBILT DR	RETREAT DR	BAY FOREST DR	0.30	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	6.50	Low		SW, 1 Side	\$34,850.43				
P111	VANDERBILT DR	KINSALE BLVD	GLEN EDEN BLVD	0.34	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium	adjusted to maintain project continuity	SW, 1 Side	\$38,485.46				
P111	VANDERBILT DR	WIGGINS PASS RD	KINSALE BLVD	0.23	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low		SW, 1 Side	\$26,760.56				
P111	VANDERBILT DR	WOODS EDGE PKWY	9TH ST	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		SW, 1 Side	\$48,427.88				
P112	VANDERBILT DR	VANDERBILT BEACH RD	111TH AVE N	1.34											Medium		SW, 1 Side	\$153,625.37	COLLIER	DAINAGE CHALLENGES, MAY AFFECT IMPROVEMENT FEASIBILITY		
P112	VANDERBILT DR	97TH AVE N	98TH AVE N	0.06	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$6,945.76				
P112	VANDERBILT DR	103RD AVE N	GERMAIN AVE	0.01	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$1,124.41				
P112	VANDERBILT DR	PALM CT	94TH AVE N	0.05	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$5,369.13				
P112	VANDERBILT DR	93RD AVE N	PALM CT	0.02	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$1,822.70				
P112	VANDERBILT DR	110TH AVE N	111TH AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$6,835.57				
P112	VANDERBILT DR	FLAMINGO AVE	110TH AVE N	0.02	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$2,147.79				
P112	VANDERBILT DR	102ND AVE N	103RD AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$6,823.33				
P112	VANDERBILT DR	109TH AVE N	FLAMINGO AVE	0.04	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$5,020.19				
P112	VANDERBILT DR	HERON AVE	109TH AVE N	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$3,945.11				
P112	VANDERBILT DR	108TH AVE N	HERON AVE	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$3,213.41				
P112	VANDERBILT DR	92ND AVE N	93RD AVE N	0.06	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$7,156.39				
P112	VANDERBILT DR	PINE AVE	97TH AVE N	0.01	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$1,141.59				
P112	VANDERBILT DR	WILLETT AVE	101ST AVE N	0.02	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$2,264.40				
P112	VANDERBILT DR	100TH AVE N	WILLETT AVE	0.04	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$4,892.96				
P112	VANDERBILT DR	EGRET AVE	108TH AVE N	0.05	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$5,710.96				
P112	VANDERBILT DR	107TH AVE N	EGRET AVE	0.01	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$1,466.21				
P112	VANDERBILT DR	104TH AVE N	SEABEE AVE	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$2,963.57				
P112	VANDERBILT DR	TRADE WINDS AVE	100TH AVE N	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$3,775.11				
P112	VANDERBILT DR	LAGOON AVE	99TH AVE N	0.05	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$5,292.06				
P112	VANDERBILT DR	91ST AVE N	92ND AVE N	0.07	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$7,552.91				
P112	VANDERBILT DR	95TH AVE N	96TH AVE N	0.05	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$5,664.52				
P112	VANDERBILT DR	OAK AVE	95TH AVE N	0.03	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$3,007.77				
P112	VANDERBILT DR	94TH AVE N	OAK AVE	0.04	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$4,146.28				
P112	VANDERBILT DR	96TH AVE N	97TH AVE N	0.06	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$7,425.90				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P112	VANDERBILT DR	SEAGULL AVE	102ND AVE N	0.01	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$775.12				
P112	VANDERBILT DR	101ST AVE N	SEAGULL AVE	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$6,409.18				
P112	VANDERBILT DR	105TH AVE N	106TH AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$7,082.78				
P112	VANDERBILT DR	VANDERBILT BEACH RD	91ST AVE N	0.10	0.00	0.00	6.50	0.00	5.83	0.00	5.00	0.00	0.00	17.33	Medium		SW, 1 Side	\$11,263.56				
P112	VANDERBILT DR	99TH AVE N	TRADEWINDS AVE	0.03	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$3,398.51				
P112	VANDERBILT DR	106TH AVE N	107TH AVE N	0.06	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$7,259.83				
P112	VANDERBILT DR	103RD AVE N	104TH AVE N	0.05	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$5,685.72				
P112	VANDERBILT DR	98TH AVE N	LAGOON AVE	0.02	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium		SW, 1 Side	\$1,855.73				
P112	VANDERBILT DR	SEABEE AVE	105TH AVE N	0.04	0.00	6.92	6.50	0.00	0.00	0.00	5.00	0.00	0.00	18.42	Medium		SW, 1 Side	\$4,186.92				
P113	W INLET DR	INLET DR	ADDISON CT	0.60											Low		8' SW, 2 Sides	\$214,641.51	MARCO			
P113	W INLET DR	INLET DR	LUDLOW RD	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		8' SW, 2 Sides	\$20,135.81				
P113	W INLET DR	OLD CT	W INLET DR	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		8' SW, 2 Sides	\$41,555.07				
P113	W INLET DR	TRAVIDA TER	OLD CT	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		8' SW, 2 Sides	\$90,433.94				
P113	W INLET DR	LUDLOW RD	ADDISON CT	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Low		8' SW, 2 Sides	\$62,516.69				
P114	WARREN ST	SAINT ANDREWS BLVD	CAROLINA AVE	0.26	0.00	6.92	6.50	0.00	5.83	0.00	5.00	0.00	3.92	28.17	High		SW, 2 Sides	\$60,724.95	COLLIER			
P115	WESTCLOX ST	N 15TH ST	CARSON RD	1.05	0.00	6.92	6.50	6.08	5.83	0.00	0.00	0.00	3.92	29.25	High		SW, 1 Side	\$120,378.16	COLLIER			
P116	WHITE BLVD	23RD ST SW	39TH ST SW	2.12											High	adjusted to reflect programmed status	One Side & Both Sides	\$472,133.40	COLLIER	FUNDED FROM WEBER BLVD TO GOLDEN GATE CANAL/23RD ST		X
P116	WHITE BLVD	25TH ST SW	27TH ST SW	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to reflect programmed status	SW, 2 Sides	\$57,299.53				
P116	WHITE BLVD	27TH ST SW	29TH ST SW	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to reflect programmed status	SW, 2 Sides	\$57,326.00				
P116	WHITE BLVD	29TH ST SW	31ST ST SW	0.25	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to reflect programmed status	SW, 2 Sides	\$57,328.63				
P116	WHITE BLVD	31ST ST SW	WEBER BLVD S	1.00	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to reflect programmed status	SW, 2 Sides	\$230,383.59				
P116	WHITE BLVD	WEBER BLVD S	39TH ST SW	0.12	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to reflect programmed status	SW, 1 Side	\$13,722.32				
P116	WHITE BLVD	23RD ST SW	25TH ST SW	0.24	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.08	Low	adjusted to reflect programmed status	SW, 2 Sides	\$56,073.33				
P117	WIGGINS PASS RD	TAMIAMI TRL N	VANDERBILT DR	1.02											Medium	adjusted to reflect programmed status	SW, 1 Side	\$116,549.42	COLLIER			
P117	WIGGINS PASS RD	CENTER LN	TAMIAMI TRL N	0.16	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium	adjusted to reflect programmed status	SW, 1 Side	\$18,003.90				
P117	WIGGINS PASS RD	WEST LN	CENTER LN	0.06	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to reflect programmed status	SW, 1 Side	\$6,781.42				
P117	WIGGINS PASS RD	TARPON COVE DR	WEST LN	0.18	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to reflect programmed status	SW, 1 Side	\$21,111.68				
P117	WIGGINS PASS RD	GULF HARBOR DR	TARPON COVE DR	0.13	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to reflect programmed status	SW, 1 Side	\$15,262.87				
P117	WIGGINS PASS RD	WIGGINS BAY DR	GULF HARBOR DR	0.14	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	5.00	Low	adjusted to reflect programmed status	SW, 1 Side	\$16,114.35				
P117	WIGGINS PASS RD	WIGGINS BAY DR	VANDERBILT DR	0.34	0.00	0.00	6.50	0.00	0.00	0.00	5.00	0.00	0.00	11.50	Medium	adjusted to reflect programmed status	SW, 1 Side	\$39,275.19				
P118	WILSON BLVD N	GOLDEN GATE BLVD E	IMMOKALEE RD	3.21											Low		SW, 2 Sides	\$737,167.49	COLLIER	RURAL - PAVED SHOULDER (NEEDED) MAY SUFFICE		X
P118	WILSON BLVD N	JUNG BLVD E	18TH AVE NE	0.12	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$28,551.11				
P118	WILSON BLVD N	12TH AVE NE	14TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,422.44				
P118	WILSON BLVD N	14TH AVE NE	16TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,229.55				
P118	WILSON BLVD N	10TH AVE NE	12TH AVE NW	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,282.02				
P118	WILSON BLVD N	16TH AVE NE	JUNG BLVD E	0.12	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$28,461.30				
P118	WILSON BLVD N	24TH AVE NE	IMMOKALEE RD	0.21	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$47,640.30				
P118	WILSON BLVD N	18TH AVE NE	20TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,417.60				
P118	WILSON BLVD N	GOLDEN GATE BLVD E	10TH AVE NE	1.26	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$288,487.81				
P118	WILSON BLVD N	20TH AVE NE	22ND AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,139.15				
P118	WILSON BLVD N	22ND AVE NE	24TH AVE NE	0.25	0.00	0.00	0.00	6.08	0.00	0.00	0.00	0.00	0.00	6.08	Low		SW, 2 Sides	\$57,536.21				
P119	WINTERBERRY DR	S COLLIER BLVD	S HEATHERWOOD DR	0.81											High		12' SUP, 2 Sides	\$441,571.51	MARCO	FUNDED	CST 2016/17	
P119	WINTERBERRY DR	FIELDSTONE DR	PARTRIDGE CT	0.09	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$47,027.68				
P119	WINTERBERRY DR	PERU ST	FIELDSTONE DR	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$40,605.18				

2012 Comprehensive Pathways Plan

Pedestrian Priority Needs

Pedestrian Need ID Number	Roadway Name	From	To	Miles	1 - Safety	2 - School	3 - Population Density	4 - Transit	5 - Public Facility	6A - Ped. Connectivity	7 - Activity Center	8 - Significant Corridor	9 - Heavy Transit Reliance	Total Pedestrian Score	Pedestrian Need Ranking	Ranking Adjustment	Proposed Improvement	Estimated Const. Cost	Jurisdiction	Comment	Identified TIP Project (Programmed Funding)	L RTP Roadway Project
P119	WINTERBERRY DR	POINT EAST OF LANDMARK ST	PERU ST	0.08	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$41,705.74				
P119	WINTERBERRY DR	LANDMARK ST	ALLEY	0.04	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$21,807.14				
P119	WINTERBERRY DR	S COLLIER BLVD	LANDMARK ST	0.10	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	3.92	14.75	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$53,922.10				
P119	WINTERBERRY DR	SHALIMAR ST	S HEATHERWOOD DR	0.20	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	5.83	Low	adjusted to reflect programmed status	12' SUP, 2 Sides	\$109,731.40				
P119	WINTERBERRY DR	PARTRIDGE CT	SHALIMAR ST	0.23	0.00	0.00	0.00	0.00	5.83	0.00	0.00	0.00	0.00	5.83	Low	adjusted to reflect programmed status	12' SUP, 2 Sides	\$126,772.27				
P120	WINTERBERRY DR	S HEATHERWOOD DR	N BARFIELD DR	0.79											High	adjusted to reflect programmed status	12' SUP, 2 Sides	\$429,906.32	MARCO	PROGRAMMED		
P120	WINTERBERRY DR	PHEASANT CT	PERSIAN CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$39,440.04				
P120	WINTERBERRY DR	CAPRI CT	SAND HILL ST	0.06	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$35,218.62				
P120	WINTERBERRY DR	BARCELONA CT	PHEASANT CT	0.07	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$39,230.26				
P120	WINTERBERRY DR	S HEATHERWOOD DR	PEACOCK TER	0.06	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$30,779.54				
P120	WINTERBERRY DR	SAND HILL ST	N BARFIELD DR	0.26	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$140,126.01				
P120	WINTERBERRY DR	PEACOCK TER	BARCELONA CT	0.20	0.00	0.00	0.00	0.00	5.83	0.00	5.00	0.00	0.00	10.83	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$106,302.52				
P120	WINTERBERRY DR	PERSIAN CT	CAPRI CT	0.07	0.00	6.92	0.00	0.00	5.83	0.00	5.00	0.00	0.00	17.75	Medium	adjusted to reflect programmed status	12' SUP, 2 Sides	\$38,809.33				
TOTAL																		\$65,817,589.03				

APPENDIX D: FACILITY COSTS DOCUMENTS

- ⦿ Facility Cost Estimate Table from LRTP
- ⦿ Cost Estimate for 8' Wide Sidewalks/Shared Use Paths

Non-Motorized Facility Costs

The unit costs for non-motorized transportation modes were based on long range estimates provided in the FDOT District 1 Costing Tool. Non-motorized modes include the following:

- Bicycle Facilities
- Pedestrian Facilities
- Paved Shoulder Facilities

Table 11-3 provides a breakdown for each mode. All costs are presented in 2010 dollars.

Table 11-3: Non-Motorized Transportation Facilities Costs

Facility ⁽¹⁾	Rural Cost (2010\$)	Urban Cost (2010\$)
Bike Lanes (per mile)	\$159,050	\$266,034
Sidewalks (per mile); 5' width, 1 side	\$95,539	\$95,539
Sidewalks (per mile); 6' width, 1 side	\$114,646	\$114,646
Shared Use Path (per mile); 10' width	\$272,556	\$272,556
Shared Use Path (per mile); 12' width	\$327,067	\$327,067
Paved Shoulders (per mile); 4' width, 2 sides) ⁽²⁾	\$135,193	\$226,129
At-Grade Pedestrian Crossing (per sq. ft); timber	\$50	\$50
At-Grade Pedestrian Crossing (per sq. ft); concrete	\$90	\$90
Pedestrian Overpass (per sq. ft)	\$365	\$365

(1) Source: FDOT District 1 Costing Tool

(2) Paved shoulders are assumed to cost 85 percent of the bike lane (per mile) cost.



Attachment "C"
Estimated Construction Costs



Collier County Pathways
OPC PHASE COST

Date: 09-10-2012
Estimated By: Doyle Nichols
Checked By: Patrick Vanasse
Project: Collier County Comp Pathways

DESCRIPTION	UNIT	RURAL COST	URBAN COST
8' Wide Sidewalk:			
Mobilization	LS	\$5,000.00	\$5,000.00
M.O.T.	LS	\$1,500.00	\$1,500.00
Construction Staking	LS	\$4,000.00	\$4,000.00
Staked Silt Fence (approximate 10600Lf)	LS	\$13,250.00	\$13,250.00
Excavation (Approximate 750 Cys)	LS	\$1,700.00	\$1,700.00
Stabilization, Sub-grade (Approximate 4700 Sys)	LS	\$11,750.00	\$11,750.00
Limerock Base (Approximately 4700 Sys)	LS	\$30,500.00	\$30,500.00
Concrete (4700 Sys @ 4 inches Thick)	LS	\$98,700.00	\$98,700.00
Sodding Right Of Way (Approximate 8800 Sys)	LS	\$11,000.00	\$11,000.00
PRICE PER MILE	TOTALS	\$177,400.00	\$177,400.00

Note:
Price Per Mile is based on one side of Roadway
Price Equates to \$37.79 Per SY or \$33.59 per L.F.
Prices are based on FDOT Area 10 From 2012-01-03 to 2012-06-30

Attachment "C"
Estimated Construction Costs



**Collier County Pathways
OPC PHASE COST**

Date: 09-10-2012
 Estimated By: Doyle Nichols
 Checked By: Patrick Vanasse
 Project: Collier County Comp Pathways

DESCRIPTION	UNIT	RURAL COST	URBAN COST
8' Wide Sidewalk:			
Mobilization	LS	\$5,000.00	\$5,000.00
M.O.T.	LS	\$1,500.00	\$1,500.00
Construction Staking	LS	\$4,000.00	\$4,000.00
Staked Silt Fence (approximate 10600Lf)	LS	\$13,250.00	\$13,250.00
Excavation (Approximate 750 Cys)	LS	\$1,700.00	\$1,700.00
Stabilization, Sub-grade (Approximate 4700 Sys)	LS	\$11,750.00	\$11,750.00
Limerock Base (Approximately 4700 Sys)	LS	\$30,500.00	\$30,500.00
Concrete (4700 Sys @ 4 inches Thick)	LS	\$98,700.00	\$98,700.00
Sodding Right Of Way (Approximate 8800 Sys)	LS	\$11,000.00	\$11,000.00
PRICE PER MILE	TOTALS	\$177,400.00	\$177,400.00

Note:
Price Per Mile is based on one side of Roadway
Price Equates to \$37.79 Per SY or \$33.59 per L.F.
Prices are based on FDOT Area 10 From 2012-01-03 to 2012-06-30