

Immokalee Walkable Community Study

Prepared for:

Collier Metropolitan Planning Organization

www.colliermpo.com



Prepared by:

RWA, Inc.

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Executive Summary

Introduction

The following report presents the Immokalee Walkable Community Study. The intent of this study is to assess pedestrian conditions or “walkability” within Immokalee, identify facility needs for public roadways, and prioritize future improvements. A walkable neighborhood is defined as a neighborhood that has compact residential development, a mix of land uses, and a well connected street network. A walkable community is a place where one can get to the store, school, park, or other destination within the neighborhood without a car.

The results of the Immokalee Walkable Community Study will be incorporated into the Comprehensive Pathways Plan and will ultimately assist the Collier Metropolitan Planning Organization (MPO) and its Pathway Advisory Committee (PAC) to plan and program facility improvements in Immokalee and throughout Collier County.

Background

In 2008 the MPO and the PAC identified the need to explore bicycle and pedestrian mobility issues throughout Collier County and specifically assess walkability conditions in specific communities and neighborhoods. As such, they included a task in the United Planning Work Plan (UPWP) to develop walkability studies for the following areas in this order of priority: 1) Naples Manor, 2) Immokalee, 3) Naples Park, 4) Golden Gate City, 5) City of Naples, and 6) City of Marco Island.

In 2009, the MPO in collaboration with the Collier County Transportation Planning (CCTP) staff, completed the Naples Manor Walkable Community Study which was adopted by the MPO Board in March of 2010. Over that same period, CCTP staff conducted extensive analysis of pedestrian conditions in Immokalee and delivered a preliminary draft of the Immokalee Walkable Community Study to the MPO. Unfortunately, the study was put on hold and was never finalized or adopted due to restructuring events within Collier County government.

In September of 2011, the MPO hired RWA Inc. to refine and update the study and to present it to the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), PAC and MPO Board for review and adoption.

Study Results

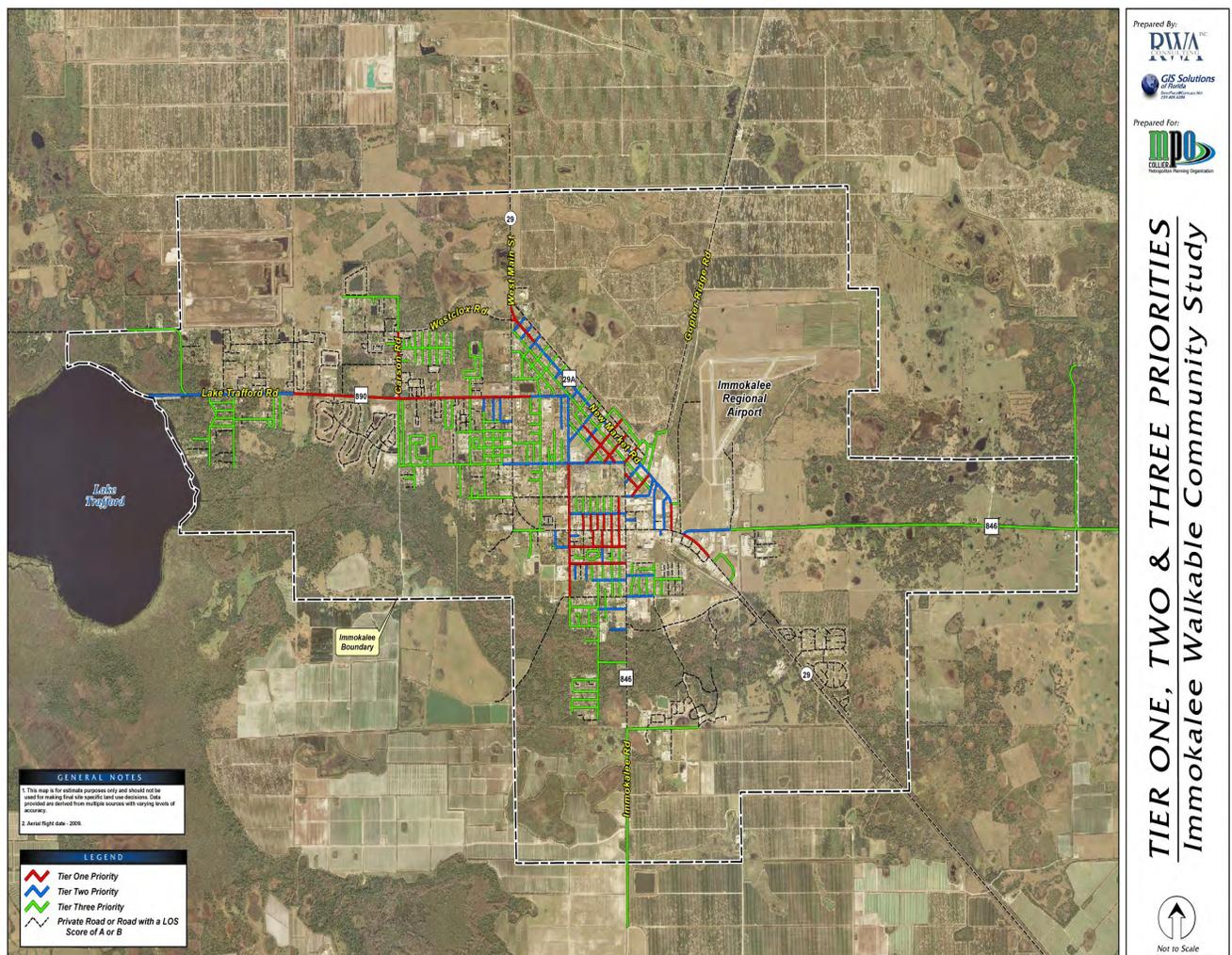
CCTP staff conducted extensive walking surveys of almost every single roadway in Immokalee. On-the-ground conditions were documented, Level of Services (LOS) scores were assigned, and recommended physical improvements were identified. These improvements were divided into two phases to allow flexibility for construction, and to distinguish between immediate needs and desirable enhancements. The detailed assessments can be found in Appendix A: LOS Roadway Inventory.

Results from this inventory were tabulated and mapped using Geographical Information Systems

(GIS) software. Utilizing GIS functions, the individual roadway needs were analyzed and ranked according to their importance. The report condenses the detailed roadway inventory information and presents the results of the analysis and prioritization process in a concise illustrative format.

The report ranks each roadway (or segment) and then groups them into three tiers: **Tier 1**—short term priorities, **Tier 2**—mid-term priorities, and **Tier 3**—long-term/wish list priorities. The individual scores for each roadway and the resulting tiers were determined by evaluating the location of the proposed pedestrian facilities and the impact those locations would have on the neighborhood. Exhibit 1 illustrates the results of the Tier 1, Tier 2, and Tier 3 priorities.

EXHIBIT 1



The findings presented in this study demonstrate that Immokalee has approximately 73 linear miles of public roads of which 27 miles or 37% contain sidewalks on at least one side of the road. Conversely, this means that approximately 63% of public roadways have no sidewalks.

The study also assigns Immokalee an overall level of service of C. This level of service is determined by averaging all of the level of service results for each roadway. Of all roadways or segments (658)

analyzed only 16% (104 segments) obtained an overall score of A or B. These roadways contain acceptable facilities and need little improving. These improvements could typically be qualified as enhancements rather than facility needs. Enhancements can include improvements such as lighting, street furniture, and added visual interest. That being said, A and B roads do not constitute immediate priorities. Given the limited funds and the unlimited facility needs, priority rankings focused on roads with an a LOS score of C,D or F.

With the understanding that LOS score is not the only determining factor in establishing funding priorities, this study filters C, D and F roadways according to the following additional criteria:

- Located within high pedestrian crash corridor
- Proximity to a school
- Along a transit route
- Proximity to points of interests (including Main Street, government offices, commercial centers and high employment areas)
- Along a major road or connecting to a major road
- Contains planned or programmed improvements, and
- Public input

As illustrated in Exhibit 1, the highest priority areas are concentrated around Main Street; the triangle formed by S.R. 29 and New Market Road where there are numerous schools, parks and public facilities; and highly traveled roadways such as Lake Trafford Road, New Market, and Immokalee Drive.

Of all roadways ranked, 104 segments (approximately 9 linear miles) were assigned a Tier 1 Priority, 113 (approximately 11 linear miles) were assigned a Tier 2 Priority and the remaining 337 segments (approximately 39 linear miles) fell into Tier 3 Priorities.

The results found within this study will be integrated within the Comprehensive Pathways Plan and are meant to inform pedestrian improvement decisions, but can also be useful in assisting the Immokalee Community Redevelopment Agency (CRA), the Immokalee Municipal Service Taxing Unit/ Beautification Committee (MSTU), and various Collier County agencies in setting priorities, requesting grants, allocating funds, and building infrastructure improvements.

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Introduction

The Collier County Transportation Planning (CCTP) staff was assigned to complete the Collier Metropolitan Planning Organization's (MPO) 2008/09-2009/10 walkable community studies. Unfortunately, due to reorganization within Collier County government, a draft of the Immokalee Walkable Community Study was produced but the study was never finalized and approved by the MPO Board. In September 2011, RWA inc was hired to refine, and update the study and to present it to the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Pathway Advisory Committee (PAC) and MPO Board for review and adoption.

The following report has been developed to address the needs defined in the MPO's 2008/09-2009/10 Unified Planning Work Program (UPWP) sub-task 4.7. The objective of the UPWP subtask is to conduct an assessment of pedestrian needs of local roads in neighborhood communities. The results of the study will ultimately be incorporated into the Comprehensive Pathways Plan. The Comprehensive Pathways Plan is a tool the MPO and the Pathways Advisory Committee (PAC) use to evaluate bicycle, pedestrian, and pathways improvements within Collier County. One of the goals of the Comprehensive Pathways Plan is to provide a safe, connected, and convenient on-road network throughout Collier County which accommodates bicyclists and pedestrians. The PAC advises the MPO Board on issues relating to bicycle and pedestrian mobility within Collier County and participates in prioritizing projects designed to further the goals of the Comprehensive Pathways Plan. Completing this walkable community study will allow the MPO, through the PAC, to begin the process of prioritizing walkable community needs with other pathways projects and improve the walkability within Collier County communities and neighborhoods.

Recognizing that a walkable community assessment of all local roads in a neighborhood was a large undertaking, the PAC recommended that the MPO complete two walkable community evaluations per year. The Naples Manor Walkable Community Study was completed in 2009 and adopted in March of 2010. Over that same period, CCTP staff conducted extensive analysis of pedestrian conditions in Immokalee and delivered a preliminary draft of the Immokalee Walkable Community Study to the MPO. RWA picked off where CCTP staff left off. Utilizing the draft report and extensive data collected by the CCTP staff, RWA made some slight updates to the data, refined the report format, entered the data into a GIS database, and presented the study results in a graphical and tabular format.

RWA and CCTP worked with the MPO, the PAC, the Immokalee Community Redevelopment Agency (CRA), the Immokalee Municipal Service Taxing Unit/Beautification Committee (MSTU), and local residents to explore mobility issues and overall walkability in Immokalee. This study will be used to direct pedestrian improvements in Immokalee and to enhance the MPO's bicycle and pedestrian programs throughout Collier County. This study addresses how the layout and design of our neighborhoods is associated with the walkability of the community. A walkable neighborhood is defined as a neighborhood that has compact residential development, a mix of land uses, and a well connected street network. A walkable community is a place where one can get to the store, school, park, or other destination within the neighborhood without a car.

Many people in Immokalee are too young to drive, have a disability, have no access to a car, or choose not to drive. Many others are pedestrians at some point during the day and conduct a portion of their daily travel by foot. According to the 2000 census, 25 percent of the workers in Collier County get to work via other modes of travel than driving a car alone. These include carpools, public transit, walking, and riding a bicycle. Most of these modes however require that the user become a pedestrian at some point during their trip. For example, someone who utilizes public transportation still requires a way to get to and from the bus stop. Many people who carpool must also get to their carpool location by walking or riding their bicycle.

According to the 1995 National Personal Transportation Survey (NPTS) approximately 40 percent of all trips are less than two miles or a 30 minute walk. This represents a relatively easy walk or bike ride if safe pedestrian and bicycling facilities are provided. In addition to fulfilling transportation needs, walkable communities also provide numerous benefits including; reducing levels of congestion and air pollution; promoting healthy lifestyles; reducing our reliance on foreign oil; and promoting livable and desirable communities that maintain higher property values.

Purpose

The MPO funded the study for the primary purpose of improving the bicycle and pedestrian plans/ programs developed by the MPO, CCTP, and PAC and ultimately to benefit the residents of Collier County. The MPO understands that better pedestrian and bicycle conditions have intangible benefits to the quality of life in Collier County. The purpose of this walkable community study is to incorporate the results of the study into the Comprehensive Pathways Plan and to ultimately assist the PAC when establishing priorities for pathway funding. The outcome of this walkable community study in conjunction with other walkable community studies will help create pedestrian friendly, usable, and connected pathways throughout Collier County.

Area Background /Community Profile

Immokalee, a census-designated place (CDP) in Collier County, was selected for the 2009 Walkable Community Study by the Pathways Advisory Committee of the Metropolitan Planning Organization. According to the 2010 census, the population was 24,154, and there were 2,783 households with children under the age of 18 living with them. The average household size was 3.96 and the average family size was 4.14. The median income for a family was \$24,315. About 34.6% of families and 39.8% of the population were below the poverty line. Immokalee has a total area of 8.1 square miles. Immokalee is home to Eden Park Elementary, Parkside Elementary, Highlands Elementary, Immokalee Middle School and Immokalee High School.



The Collier MPO maintains an active database of all pathway facilities in Immokalee. The table on page 13 summarizes the existing pedestrian and bicycle facilities in Immokalee and Exhibits 2,3,4 and 5 presents maps of those facilities. Exhibit 2 illustrates all facilities on one overall map of Immokalee, whereas Exhibits 3, 4 and 5 provide close-ups of the Northwest, Central, and Southeast portions of the town respectively.

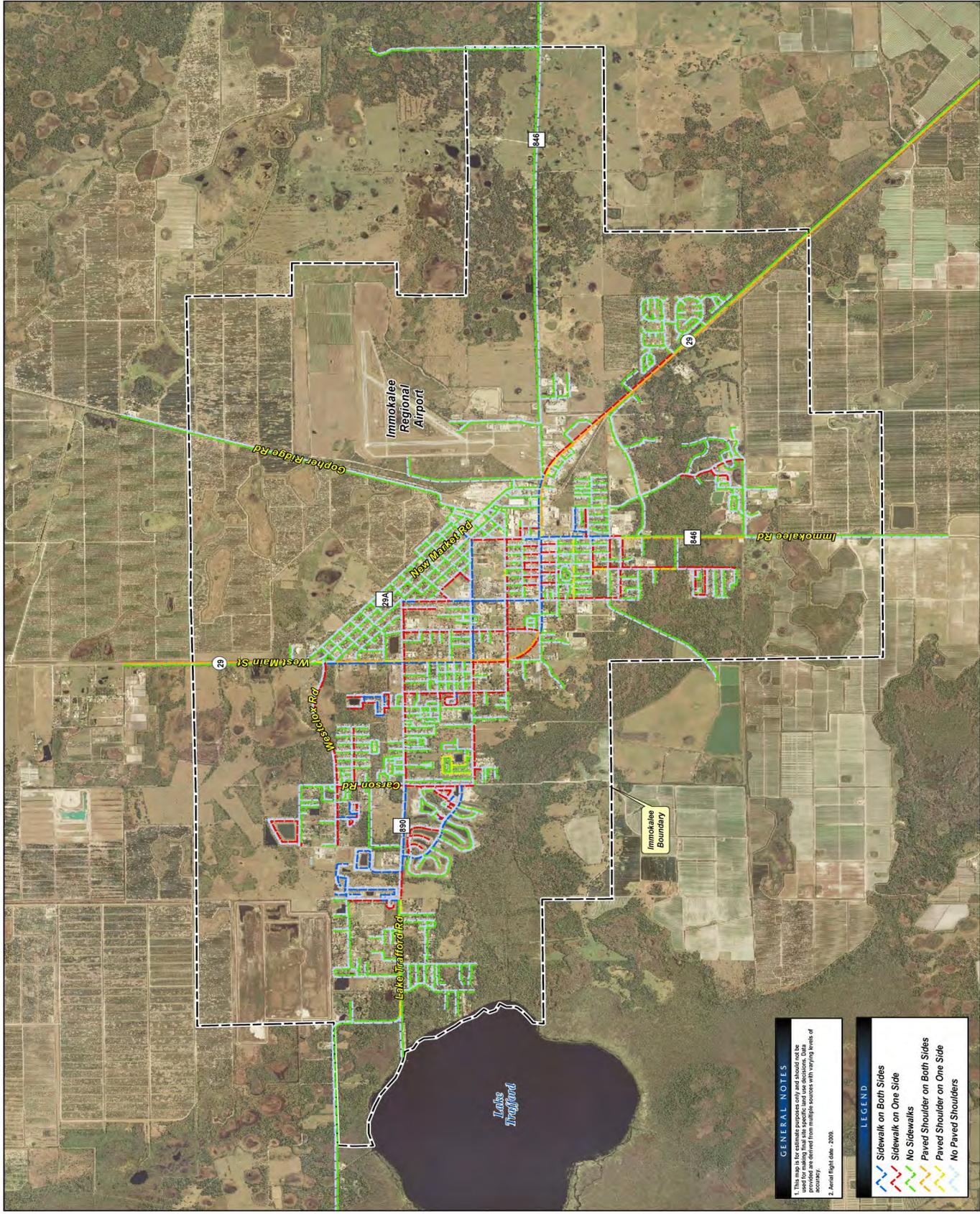
Methodology

The study was conducted in two phases. **Phase 1** included an assessment of existing conditions and a detailed analysis of needed improvements. Results from this phase are presented in “Appendix A: LOS Roadway Inventory” which provides a street-by-street inventory of pedestrian conditions for almost every roadway in Immokalee. **Phase 2** includes extensive Geographical Information Systems (GIS) mapping, and the ranking of improvements utilizing an intuitive evaluation matrix. As part of Phase 2, **two screens** were applied to the LOS inventory to rank and organize the improvements. **The first screen** eliminated private roads from the inventory since these roads are not eligible for federal funding. **The second screen** further reduced the number of roadways to be ranked by removing roads assigned a LOS of A or B. The remaining roadways were then evaluated and ranked according to the following criteria:

- Located within high pedestrian crash corridor
- Proximity to School
- Along a transit route
- Proximity to points of interests (including Main Street, government offices, commercial centers and high employment areas)
- Along a major road or connecting to a major road
- Contains planned or programmed improvements, and
- Public input

BICYCLE/PEDESTRIAN FACILITIES

Immokalee Walkable Community Study



GENERAL NOTES

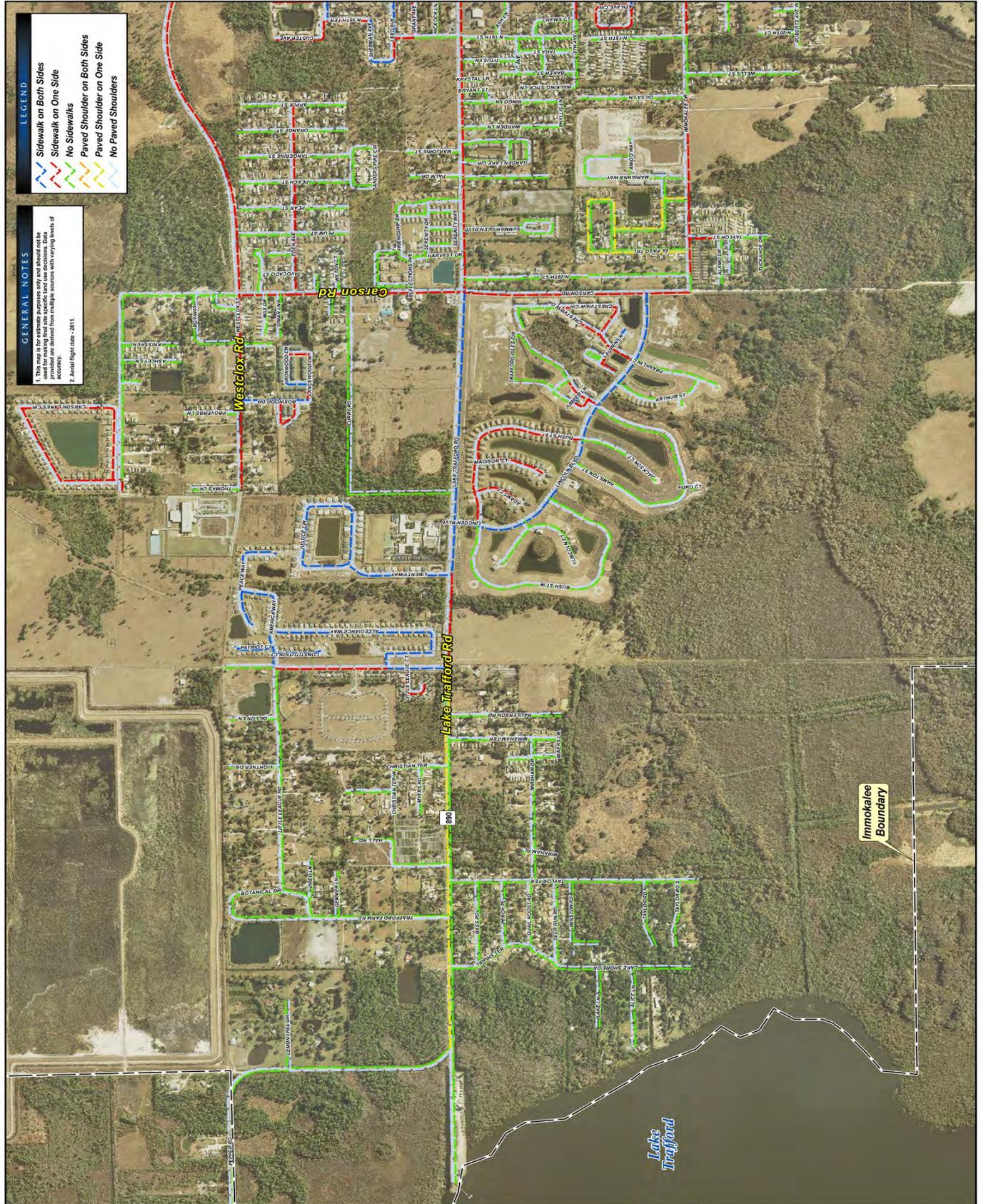
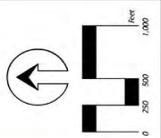
- This map is for estimate purposes only and should not be used for final design. Facility recommendations provided are derived from multiple sources with varying levels of accuracy.
- Aerial flight date: 2006.

LEGEND

- Sidewalk on Both Sides
- Sidewalk on One Side
- No Sidewalks
- Paved Shoulder on Both Sides
- Paved Shoulder on One Side
- No Paved Shoulders

BICYCLE/PEDESTRIAN FACILITIES

Immokalee Walkable Community Study



LEGEND

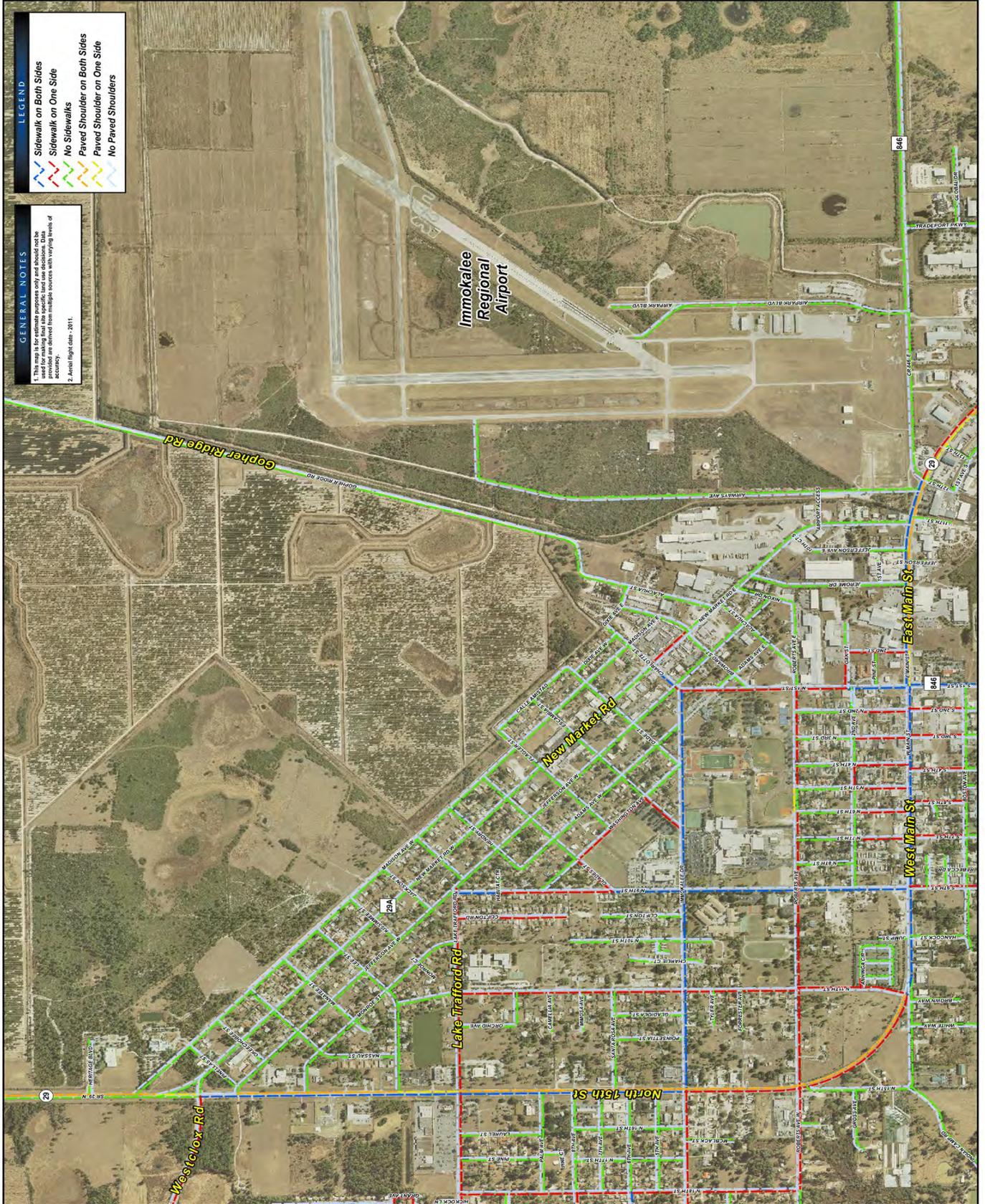
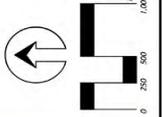
- Sidewalk on Both Sides
- Sidewalk on One Side
- No Sidewalks
- Paved Shoulder on Both Sides
- Paved Shoulder on One Side

GENERAL NOTES

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2. Aerial flight date - 2011.

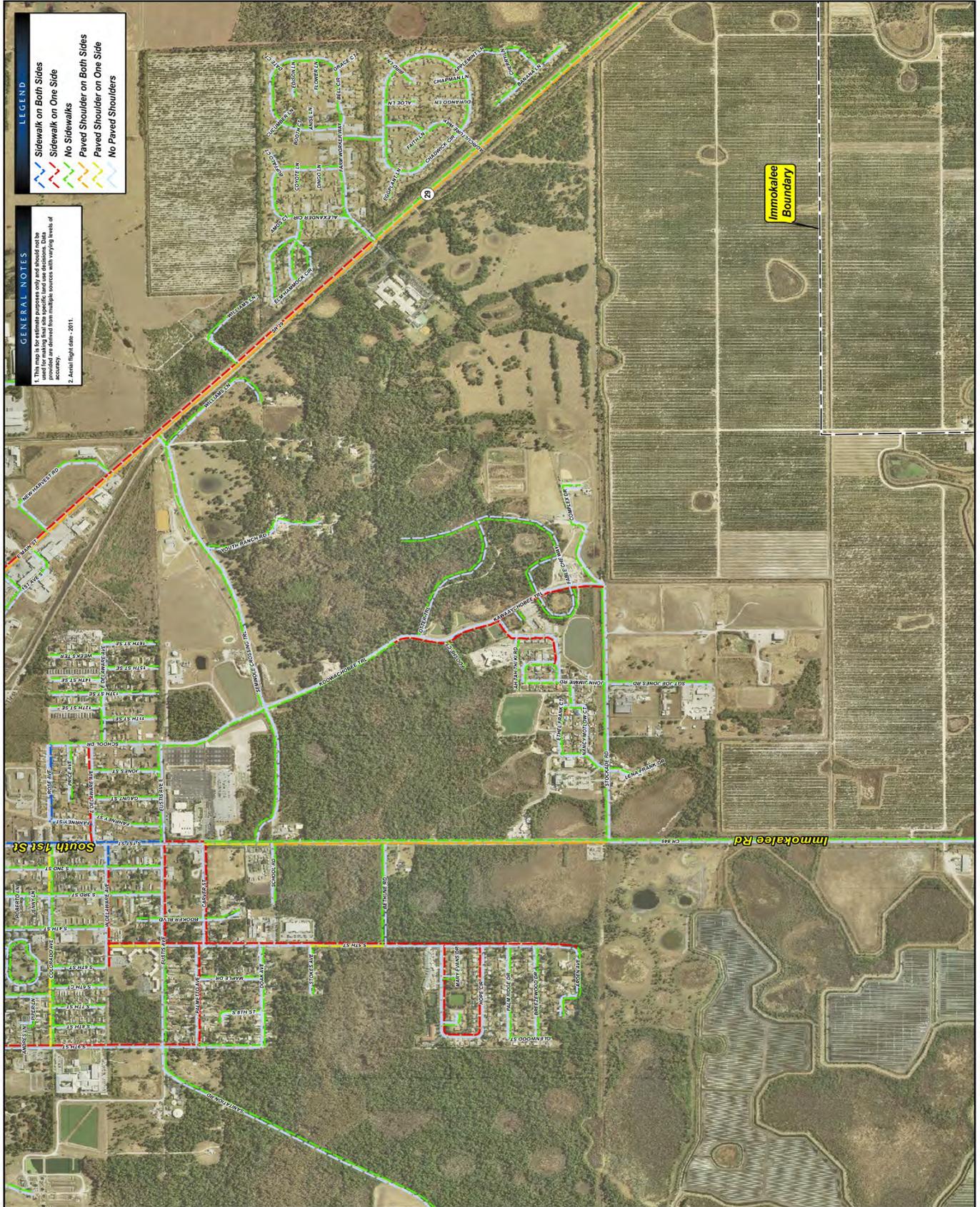
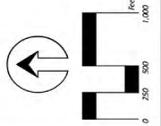
BICYCLE/PEDESTRIAN FACILITIES

Immokalee Walkable Community Study



BICYCLE/PEDESTRIAN FACILITIES

Immokalee Walkable Community Study



LEGEND

- Sidewalk on Both Sides (Blue line)
- Sidewalk on One Side (Red line)
- No Sidewalks (Green line)
- Paved Shoulder on Both Sides (Yellow line)
- Paved Shoulder on One Side (Orange line)
- No Paved Shoulders (White line)

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PHASE 1: LOS Roadway Inventory

Methods for determining walkability are varied. Some methods focus on safety and examine facility conditions; crossings and intersections; posted speed limits compared to actual vehicle speeds; lane widths; crosswalk conditions; pedestrian related signage and signals; intersection traffic controls; and intersection geometry. Others consider network quality and focus on pedestrian comfort and experience by evaluating issues such as lighting; maintenance of the sidewalk surface and vegetation; amenities such as the availability of benches, bike racks, transit stops and signs; and access and design of the facility such as compliance with the Americans with Disabilities Act and timing of the pedestrian phases for traffic lights.

The methodology used to assess walkability in this report is a basic pedestrian level of service (LOS) measurement. LOS is a measurement used in transportation to depict how well the given transportation mode operates. Conventionally, vehicular LOS is a measurement of volume to capacity and delay ranging from A to F where A is excellent and F is failure. The five pedestrian LOS measures, as determined by evaluating various walkability guides, that are most applicable when evaluating a neighborhood are as follows: directness, continuity, street crossings, visual interests and amenities, and security.

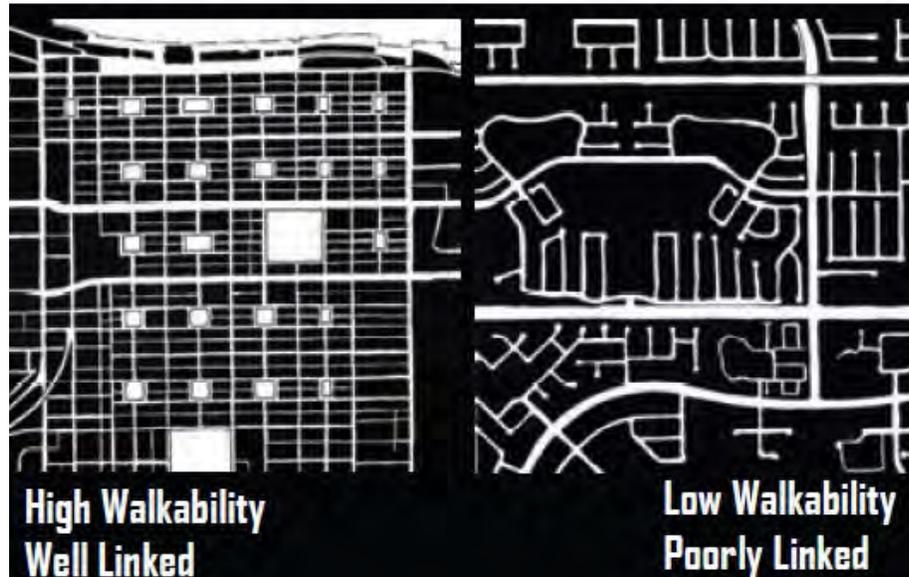
Using these five measures, CCPT evaluated roadways within Immokalee. Each evaluation includes objective as well as subjective components which are described on the following pages.

Overall Score for Immokalee

LOS	Directness	Continuity	Street Crossings	Visual Interest and Amenities	Security
C	B	C	D	C	C

- **LOS - C** - This score is a composite of all five criteria, which are weighted equally. There are substantial problems that prohibit or limit the walkability of Immokalee. Including an overall lack of a complete sidewalk network.
- **Directness – B** – A grid on Main street allows many opportunities for different and direct routes. The other areas in Immokalee are spread out, and do not all have direct access to points of interest.
- **Continuity – C** – There are some sidewalks in the community, but they are not in any way uniform in their design, type, or location. Sidewalks range in size from 4 feet to 8 feet. Sidewalks are made of both concrete and asphalt. Clear zones range from 0 feet to 25 feet. Most major roads have a sidewalk on at least one side.
- **Street Crossings – D** – There is a large distance between most crossings in Immokalee. There are streets in Immokalee ranging in size from 12 feet to 30 feet. The street crossings are not uniform and are showing signs of wear.
- **Visual Interest and Amenities – C** – There is landscape associated with the main roads in this neighborhood. There are benches, trash cans, or other pedestrian features on Main Street.
- **Security – C** – The pedestrian does not have adequate space between the walking facility and the vehicular traffic on most streets. There are some street lights, but not enough for this area. This area has one of the highest pedestrian fatality rates in the state. Road safety audits have been performed to address the pedestrian safety issues in Immokalee.

Directness – This is measured by determining how well the network provides sidewalks, bike lanes, or pathways along the shortest distances between destinations. This method is used to encourage trips on foot or bicycle along marked paths, sidewalks or bike lanes. Travelers are not as likely to travel on a pathway if it takes them far away from their desired destination or does not directly connect to the desired destination. Therefore, if the area is well linked, travelers are encouraged to and generally keep on the sidewalks, bike lanes, and pathways.



Continuity – Community continuity LOS is measured by determining the amount of continuous and uniform sidewalks, bike lanes, or pathways in the network. This LOS is measured according to two aspects:

- First, the maintenance, quality and uniformity of the sidewalk surface. Are the sidewalks free from gaps, barriers, or obstructions? Are the sidewalks asphalt, concrete, or lime rock?
- Second, are the sidewalks uninterrupted and are they continuous along the entire roadway?



Tucker Avenue– Continuity LOS A



Immokalee Drive– Continuity LOS F
The sidewalk ends about 100 feet short of the end of the road.

Street Crossings – This is measured by the amount of correctly marked crosswalks (this includes ADA compliance, curb cuts, vehicle speed, and signage).



N. 9th Street– Street Crossing LOS A



Jefferson Avenue—Street Crossing LOS F

Visual Interest and Amenities – This is measured by the amount of street furniture that make the environment attractive and comfortable to walk. Well designed pedestrian space encourages more walking in the area. Generally, landscaping, garbage removal and street furniture (such as benches, signs, and various other aesthetic items) are considered part of this LOS measurement.

Security – This is measured by the level of actual or perceived safety in the neighborhood, the amount of lighting, amount of clear zone (area beyond the edge of the traveled way), and a good line of sight for the pedestrian and for the vehicles to see the pedestrian.



5th Avenue Naples – Amenities LOS A



Bryant Avenue—Amenities LOS F

PHASE 2: Establishing Priority Tiers

Appendix A: LOS Roadway Inventory represents an extensive amount of man hours by CCTP staff to evaluate and ground truth individual roadways or segments according to the five measures described on the previous pages. In addition, CCTP also evaluated walkability deficiencies and identified remedies to improve roadway LOS.

CCTP staff evaluated almost every single street in Immokalee which resulted in an extensive inventory. The extensive data has been summarized in Exhibits 6, 7, 8, and 9 which color-code LOS results on several maps of Immokalee. In order to boil down the results, manage the data and establish a tiered priority system for the comprehensive inventory, several screens were applied to the data.

1st Screen

The first screen was applied to reduce the sheer quantity of data within the LOS Inventory. Private roads were eliminated from the inventory since they are not eligible for federal funding, and that many of them only provide access to a few landowners and do not service the general public.

2nd Screen

In order to further refine the list of improvement needs, roadways with LOS scores of A or B were removed from the second level of analysis. Roadways with an LOS score of A and B are considered to have good to excellent pedestrian conditions. While these roadways could further be enhanced to improve user experience, essential facilities are provided and a safe enjoyable walking environment is achieved. Given limited funds and long list of improvement needs, addressing roadways with no facilities or significantly deficient facilities is deemed more important. Therefore, A and B roads were removed from the priority analysis.

Once LOS A and B roads were removed, the remaining roads were evaluated according an evaluation matrix.

Evaluation Matrix

The criteria identified above were incorporated into a unified evaluation matrix used to score each project individually. The scoring results are presented in Exhibit 16. It should be noted that all criteria was either assigned a score of 1 or 0, except for Planned and Programmed Improvements and Public Input.

All roadways with planned or programmed improvements were given a score of 10 or 0. the score of 10 was used to ensure that these projects would rise to the top of the priorities list. While it could be argued that planned or programmed projects should not be included in overall rankings, it is important to give credit to the priority decisions made prior to this study and to ensure that these projects remain on the priority list since funding can change at a moments notice.

There is often a need to modify project rankings based on changing circumstances. The evaluation matrix builds in this flexibility by adding a Public Input category which allows the MPO and PAC to increase a project's overall score. This category is subjective and can be given any score to improve a project's ranking. This category should be used when there is a significant public need and benefit for a given project.

Evaluation Matrix Criteria:

High Crash Corridors: Crash data from 2005 to 2010 was analyzed and it became evident that the majority of pedestrian and bicycle crashes and fatalities occurred along relatively few corridors. As can be seen from Exhibit 10, these high crash corridors are often the highly traveled major roads. These roads are also where much of the commercial activity and daily activities occur. Given the prime importance of safety and the need to address unsafe conditions this criterion was included in the evaluation.

Proximity to Schools: Providing pedestrian and bicycle access to schools is a top priority. School children must be given safe, convenient, and affordable access to schools. This evaluation criterion emphasizes the need to address facility conditions around school areas and can assist the MPO with qualifying for Federal Safe Routes to School funding.

Bus Routes: Roadways were evaluated to determine if they were part of an existing bus route. In order to provide mobility options, and encourage alternative modes of transportation and the use of public transit, it is important to provide pedestrian facilities to all bus stops. Bus stops also tend to follow major routes and service more activity centers and more densely populated areas making it an effective evaluation criterion.

Points of Interest: Major points of interest were identified in Immokalee. These include public parks, civic building commercial activity centers, and places of high employment. All these areas generate high levels of bicycle and pedestrian traffic.

Major Roads: In developing a walkable community and an efficient pedestrian system, it is important to see major roads as forming the backbone of the entire system. This backbone experiences the highest levels of travel and demands facilities that will promote efficient travel, connectivity, continuity, and user safety. As part of this evaluation major roads as well as roads connecting to major roads were given a higher priority score.

Planned or Programmed improvements: The transportation planning process is complex and time-consuming. Funding comes from numerous sources and available monies often address discreet issues. Facility needs almost always exceed available funds, and as a result, projects require many years of planning and programming before they are built. This criterion is included in the evaluation methodology to acknowledge the importance of funding and allow a mechanism to rank funded projects as top priorities.

Public Input: Evaluating pedestrian projects and setting priorities can be as much an art as it is a science. Numerous variables come into play so any evaluation methodology should pro-

vide flexibility and allow for public input. This criterion provides the ability to “bump up” a project on the priority list if there is a significant and immediate need.

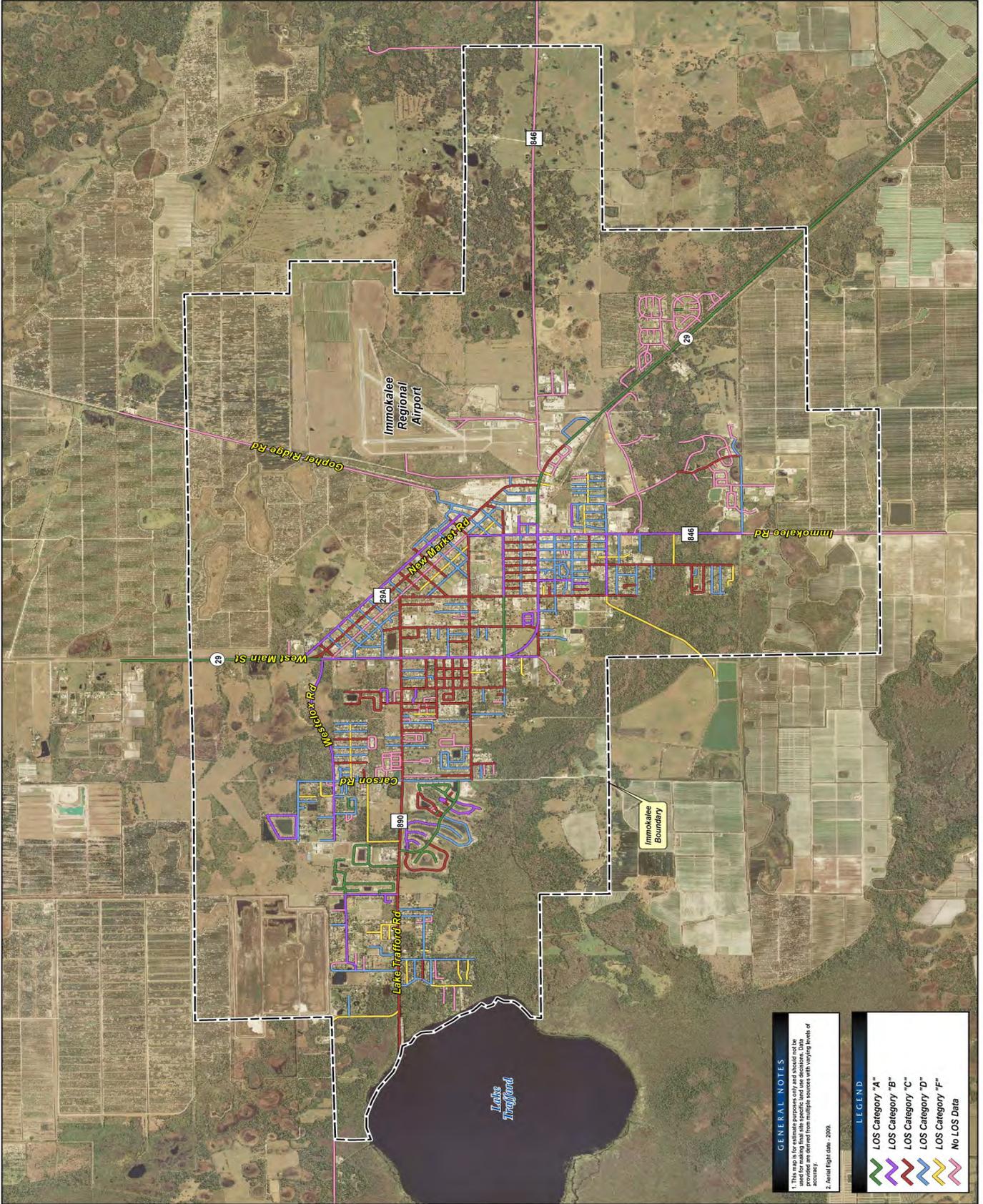
Priority Tiers

Once all projects were scored using the evaluation matrix described above, the projects were grouped according to Priority Tiers and ordered alphabetically.

Tier 1 Projects:	Scores of 4-14
<ul style="list-style-type: none"> • Represent top priority projects with the greatest need and benefit • Some of these projects are planned or programmed • Should be built in the short-term 	
Tier 2 Projects:	Scores of 3,
<ul style="list-style-type: none"> • Secondary priorities which with significant need and benefit • Can often have a specific benefit such as providing access to schools or bus routes • Should be built in the mid-term 	
Tier 3 Projects:	Scores of 0-2,
<ul style="list-style-type: none"> • Represent tertiary priorities that should only be built after Tier 1-2 priorities • Are often located on local street with low traffic volumes 	

LEVEL OF SERVICE (LOS)

Immokalee Walkable Community Study



GENERAL NOTES

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- Aerial flight date: 2006.

LEGEND

- LOS Category "A"
- LOS Category "B"
- LOS Category "C"
- LOS Category "D"
- LOS Category "F"
- No LOS Data

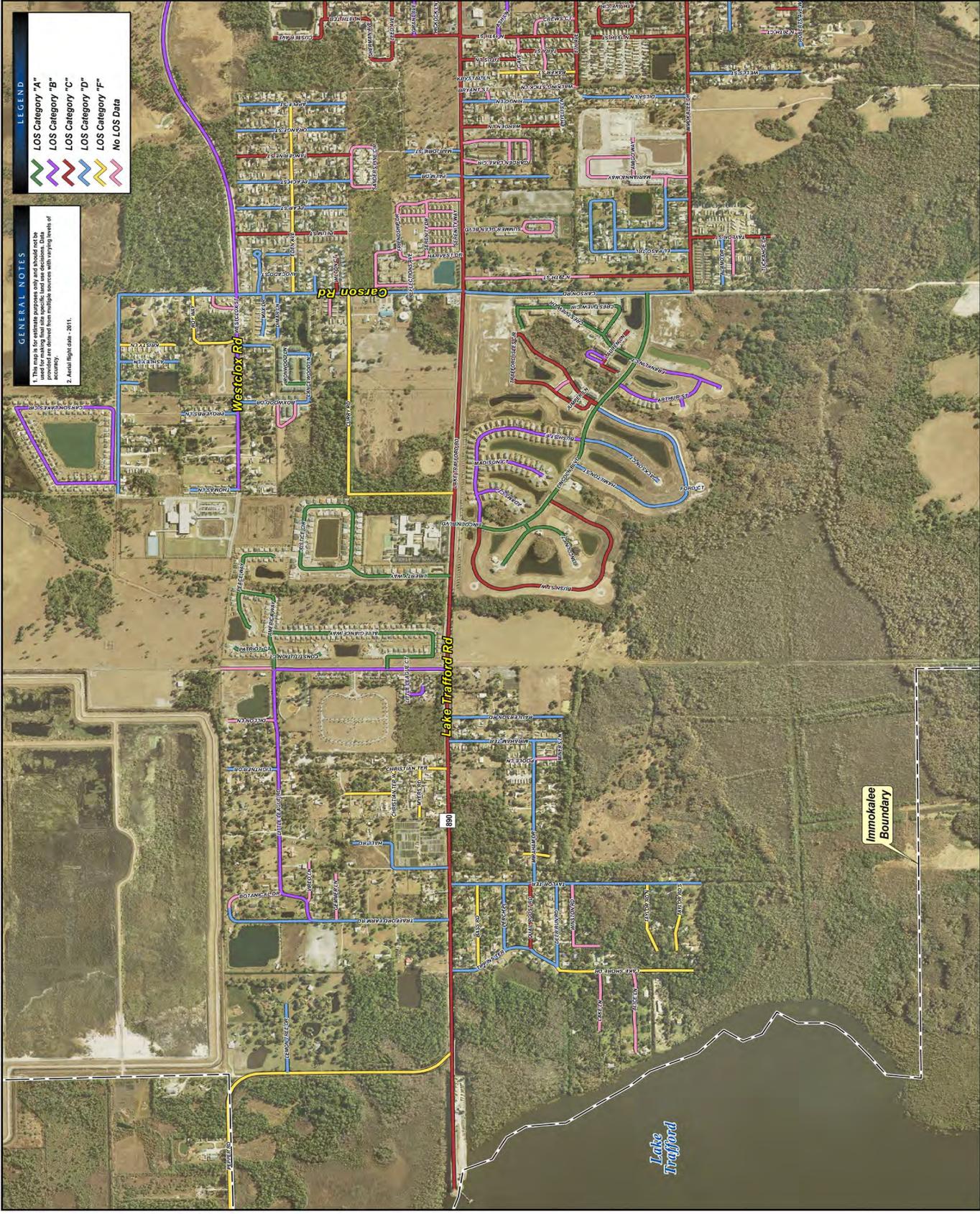
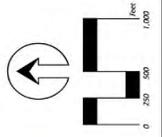
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LEVEL OF SERVICE (LOS)

Immokalee Walkable Community Study



LEGEND

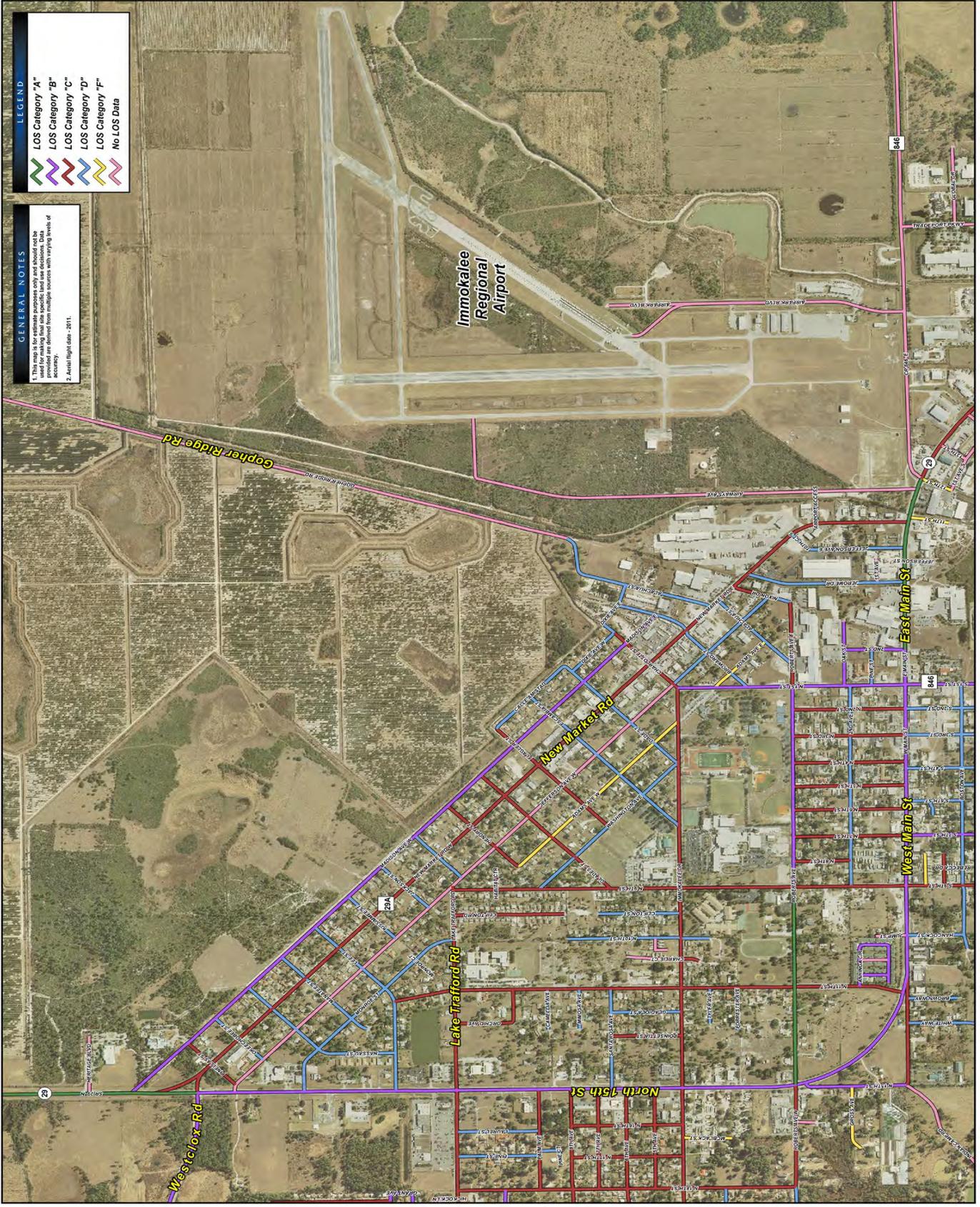
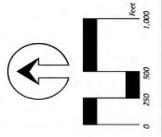
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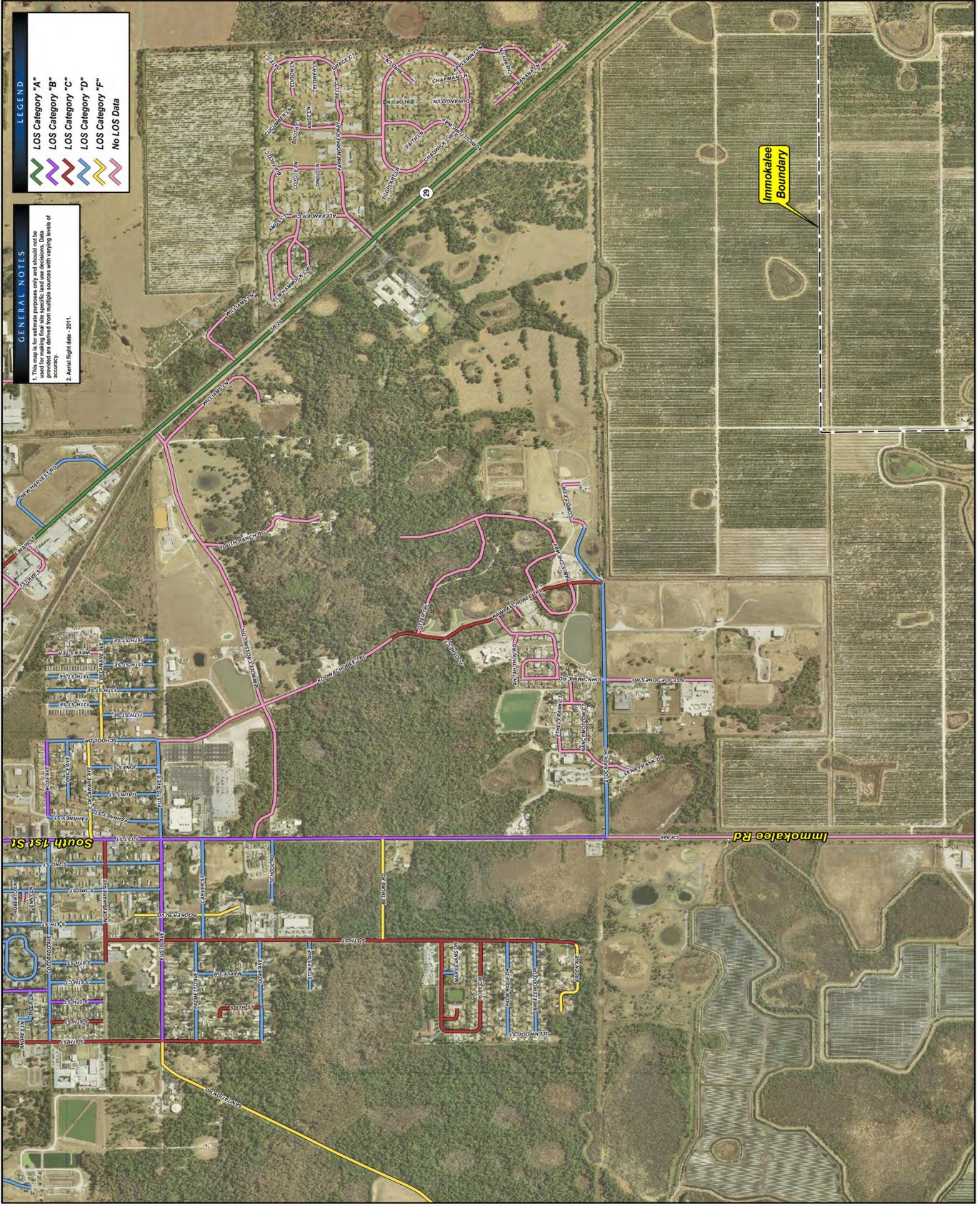
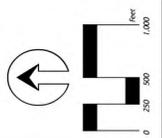
LEVEL OF SERVICE (LOS)

Immokalee Walkable Community Study



LEVEL OF SERVICE (LOS)

Immokalee Walkable Community Study



LEGEND

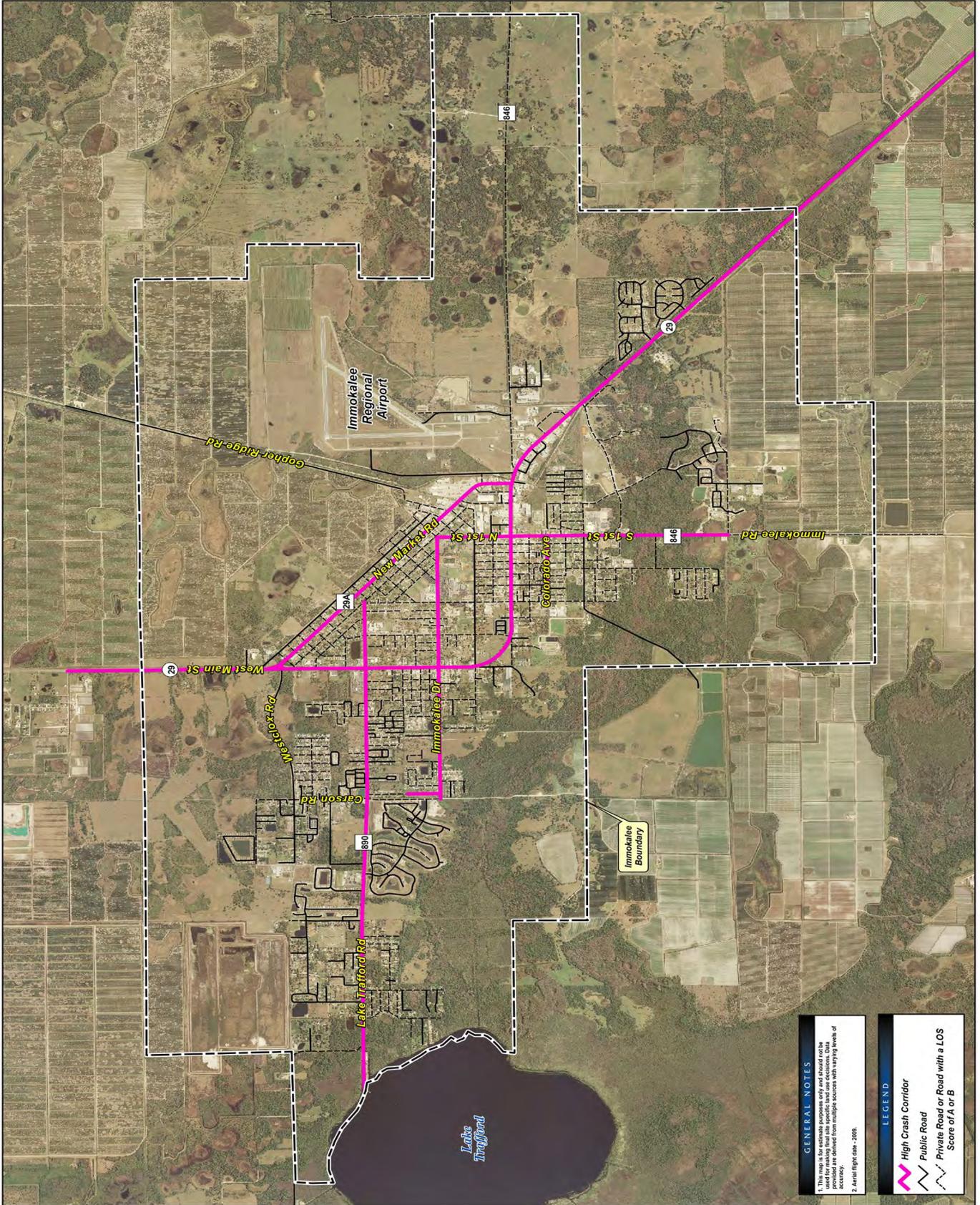
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- No LOS Data

GENERAL NOTES

1. This map is for estimate purposes only and should not be used for making final site specific land use decisions. Data was derived from multiple sources with varying levels of accuracy.
2. Aerial flight data - 2011.

HIGH CRASH CORRIDORS

Immokalee Walkable Community Study



GENERAL NOTES

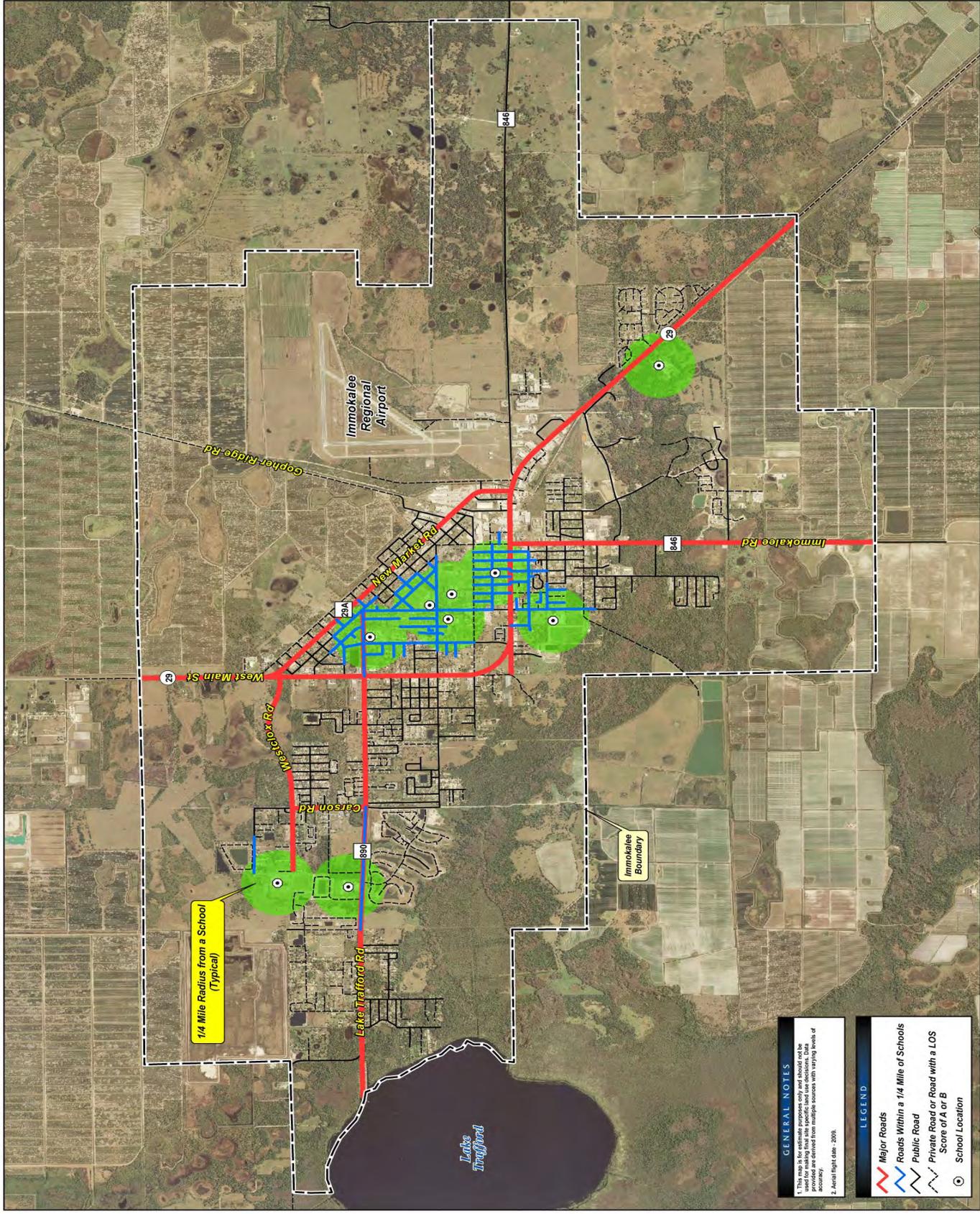
- This map is for estimate purposes only and should not be used for making final site specific land use decisions. Data for this map was derived from multiple sources with varying levels of accuracy.
- Aerial flight date - 2006

LEGEND

- High Crash Corridor
- Public Road
- Private Road or Road with a LOS Score of A or B
- Immokalee Boundary

SCHOOL LOCATIONS

Immokalee Walkable Community Study



1/4 Mile Radius from a School (Typical)

GENERAL NOTES

1. This map is for estimate purposes only and should not be used for legal or engineering purposes. The information provided was obtained from multiple sources with varying levels of accuracy.

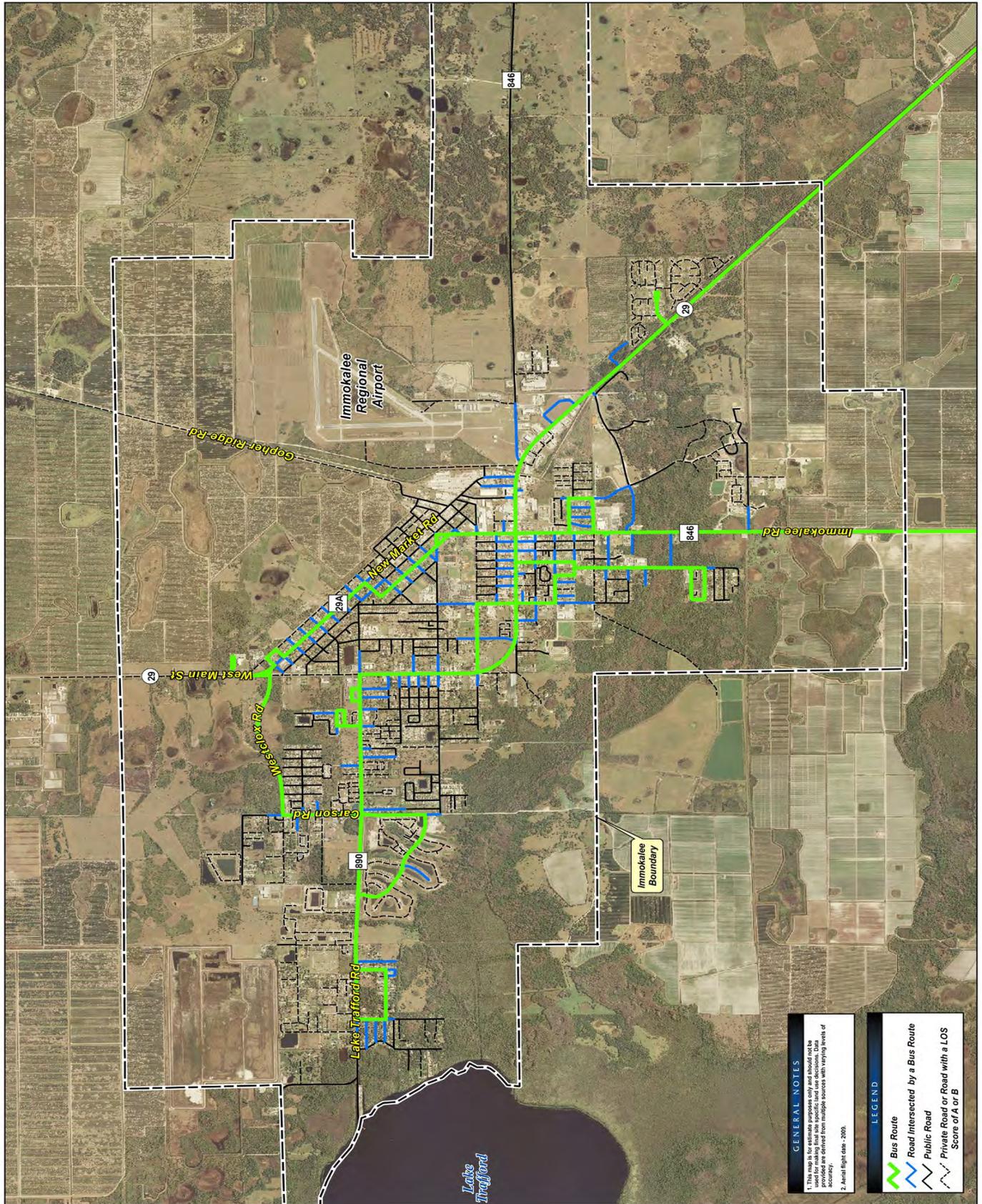
2. Aerial flight date: 2008.

LEGEND

- Major Roads
- Roads Within a 1/4 Mile of Schools
- Public Road
- Private Road or Road with a LOS Score of A or B
- School Location

BUS ROUTE LOCATIONS

Immokalee Walkable Community Study



GENERAL NOTES

1. This map is for estimate purposes only and should not be used for making final site specific land use decisions. Data used for this map was derived from Google Earth and is for general accuracy.

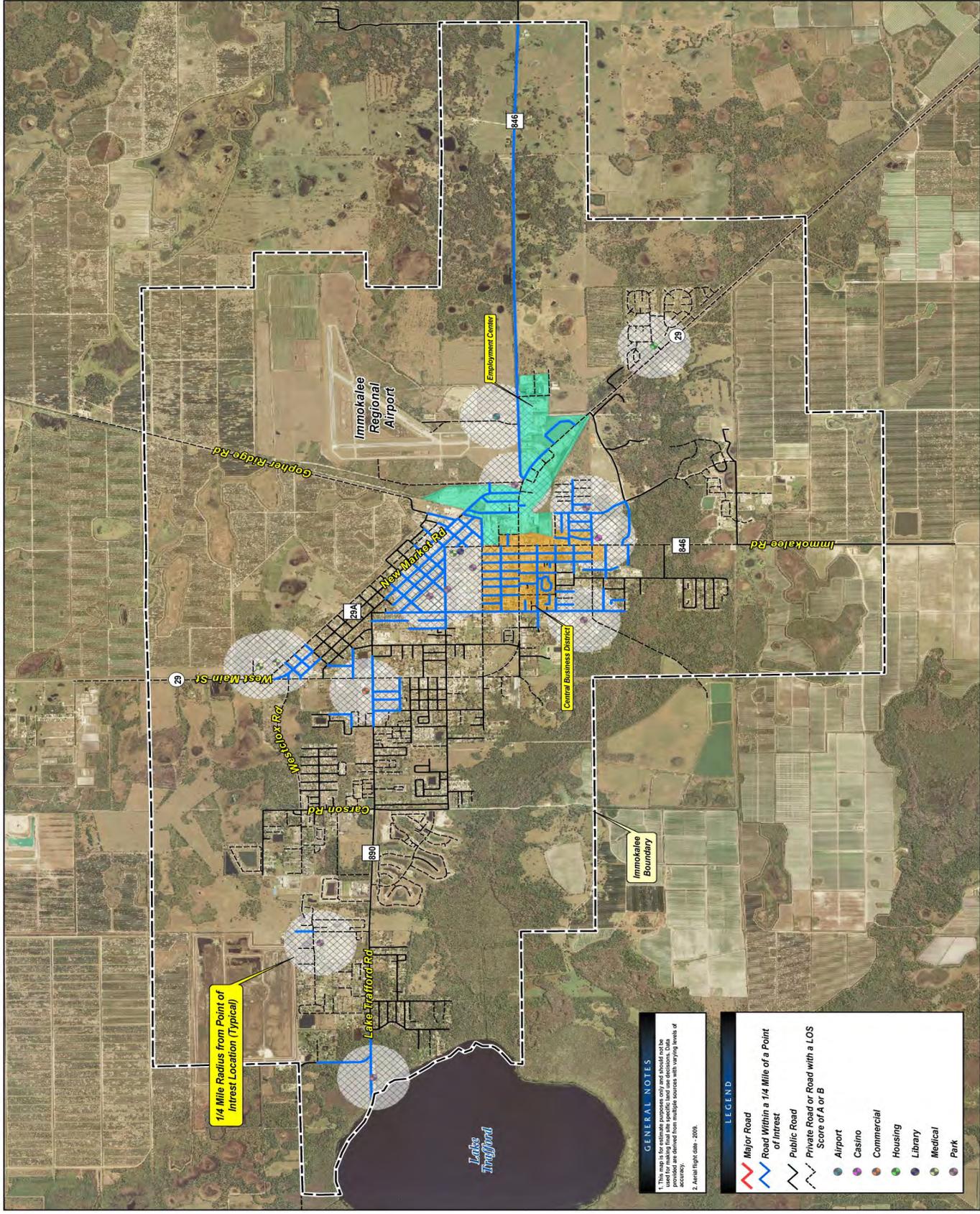
2. Aerial flight date: 2009.

LEGEND

	Bus Route
	Road Intersected by a Bus Route
	Public Road
	Private Road or Road with a LOS Score of A or B
	Immokalee Boundary

POINTS OF INTEREST

Immokalee Walkable Community Study



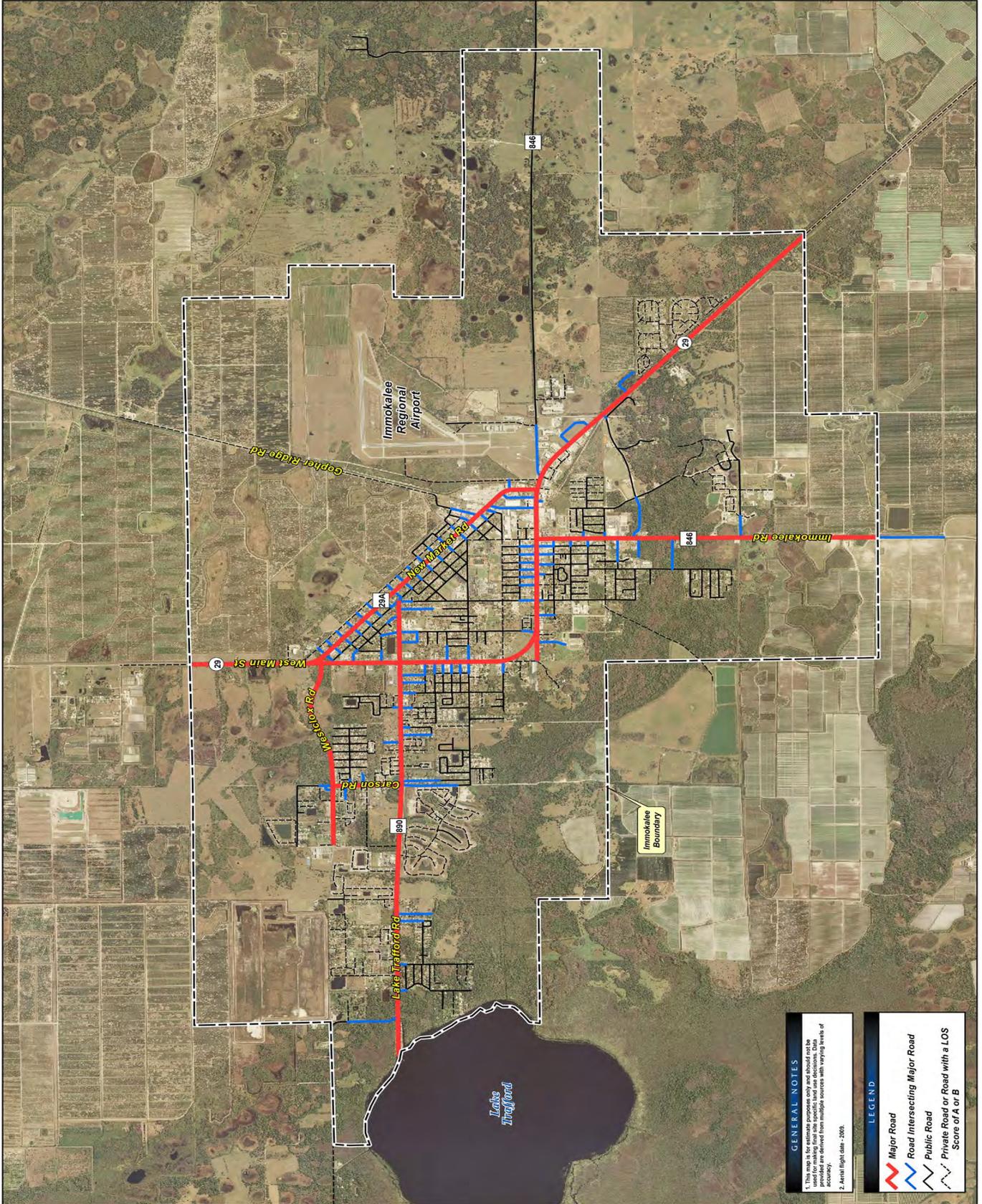
GENERAL NOTES
 1. This map is for estimate purposes only and should not be used for final design or construction. The data provided are derived from available sources with varying levels of accuracy.
 2. Aerial flight date - 2009.

LEGEND

	Major Road
	Road Within a 1/4 Mile of a Point of Interest
	Public Road
	Private Road or Road with a LOS Score of A or B
	Airport
	Casino
	Commercial
	Housing
	Library
	Medical
	Park

MAJOR ROADS

Immokalee Walkable Community Study



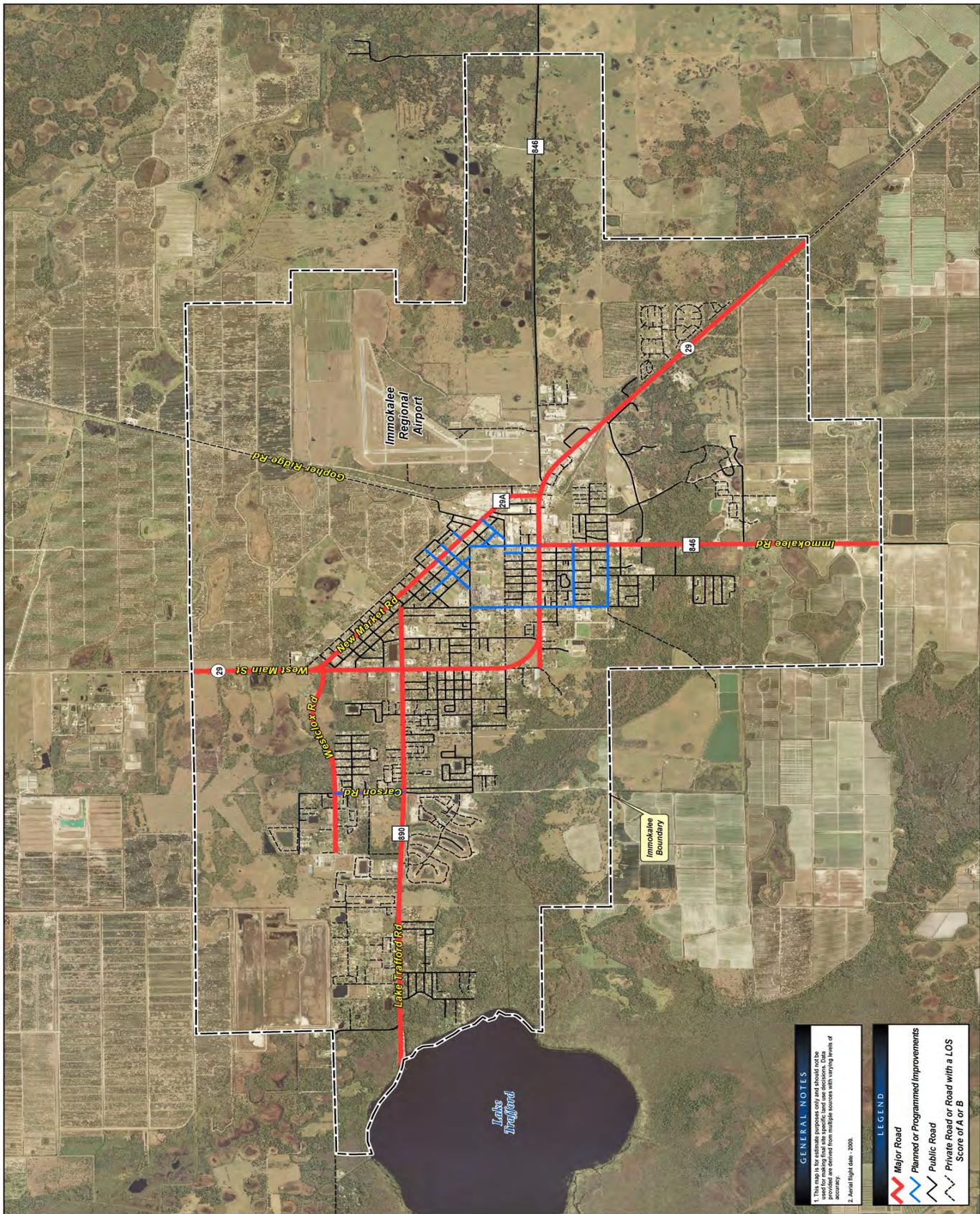
GENERAL NOTES

- This map is for estimate purposes only and should not be used for final design. The information shown on this map is provided for informational purposes only and is not a warranty of accuracy.
- Aerial flight date - 2008.

LEGEND

- Major Road
- Road Intersecting Major Road
- Public Road
- Private Road or Road with a LOS Score of A or B

PLANNED IMPROVEMENTS Immokalee Walkable Community Study



GENERAL NOTES

1. This map is for informational purposes only. It does not constitute a guarantee, warranty, or endorsement of any product or service provided or any specific land use decisions. Data provided are derived from multiple sources with varying levels of accuracy.

2. Aerial flight date: 2008.

LEGEND

- Major Road
- Planned or Programmed Improvements
- Public Road
- Immokalee Boundary
- Private Road or Road with a LOS Score of A or B

EXHIBIT 16

** The & alternate shading within the table indicates grouped road segments to identifying individual projects.

Road Name - 1	Low Cross	High Cross	Miles	Level of Service	Crash Score	School Score	Transit Score	Point of Interest Score	Major Road Score	Planned Improvements Score	Pub Input Score	Total Score
ADAMS AVE E	N 1ST ST	BROWARD ST	0.0509	F	0	0	1	1	0	10	0	12
ADAMS AVE E	BROWARD ST	ALACHUA ST	0.1103	F	0	0	0	1	0	10	0	11
ADAMS AVE W	FLAGLER ST	GLADES ST	0.1080	F	0	1	1	1	0	10	0	13
ADAMS AVE W	ESCAMBIA ST	FLAGGER ST	0.1095	F	0	1	1	1	0	10	0	13
ADAMS AVE W	IMMOKALEE DR	DADE ST	0.0764	F	0	0	1	1	0	10	0	12
ADAMS AVE W	DADE ST	ESCAMBIA ST	0.1104	F	0	0	1	1	0	10	0	12
ALACHUA ST	JEFFERSON AVE E	NEW MARKET RD E	0.0739	D	0	0	0	1	1	10	0	12
ALACHUA ST	ADAMS AVE E	JEFFERSON AVE E	0.0721	D	0	0	0	1	0	10	0	11
ALACHUA ST	ROBERTS AVE E	ADAMS AVE E	0.0821	D	0	0	0	1	0	10	0	11
BOSTON AVE	S 1ST ST	S 2ND ST	0.0603	D	0	0	1	1	1	10	0	13
BOSTON AVE	S 3RD ST	S 4TH ST	0.0835	D	0	1	1	1	0	10	0	13
BOSTON AVE	S 4TH ST	OAKHAVEN CIR	0.0426	D	0	1	1	1	0	10	0	13
BOSTON AVE	REBECCA DR	S 9TH ST	0.0426	D	0	1	1	1	0	10	0	13
BOSTON AVE	S 2ND ST	S 3RD ST	0.0657	D	0	1	0	1	0	10	0	12
BOSTON AVE	OAKHAVEN CIR	S 6TH ST	0.0389	D	0	1	0	1	0	10	0	12
BOSTON AVE	S 6TH ST	S 7TH ST	0.0851	D	0	1	0	1	0	10	0	12
BOSTON AVE	S 7TH ST	S 9TH ST	0.0851	D	0	1	0	1	0	10	0	12
CARSON RD	LAKE TRAFFORD RD	REFLECTIONS AVE	0.1162	D	0	0	1	0	1	10	0	12
CARSON RD	EDEN AVE	DIMAR LN	0.0343	D	0	0	1	0	1	10	0	12
CARSON RD	BRADLEY DR	CAMBRIDGE CT	0.0340	D	0	0	1	0	1	10	0	12
CARSON RD	WILTON CT	BRADLEY DR	0.0139	D	0	0	1	0	1	10	0	12
CARSON RD	CURRY RD	WILTON CT	0.0266	D	0	0	1	0	1	10	0	12
CARSON RD	DIMAR LN	MAX DR	0.0312	D	0	0	1	0	1	10	0	12
CARSON RD	REFLECTIONS WAY	REFLECTIONS WAY	0.0777	D	0	0	1	0	1	10	0	12
CARSON RD	REFLECTIONS WAY	CURRY RD	0.0607	D	0	0	1	0	1	10	0	12
CARSON RD	GINGER LN	WESTCLOX ST	0.0603	D	0	0	1	0	1	10	0	12
CARSON RD	MAX DR	GINGER LN	0.0603	D	0	0	1	0	1	10	0	12
CARSON RD	CAMBRIDGE CT	EDEN AVE	0.0485	D	0	0	1	0	1	10	0	12
CHARLOTTE ST	NEW MARKET RD W	MADISON AVE W	0.0731	C	0	0	0	1	1	10	0	12
CHARLOTTE ST	JEFFERSON AVE W	NEW MARKET RD W	0.0746	C	0	0	0	1	1	0	2	4
CHARLOTTE ST	JEFFERSON AVE W	IMMOKALEE DR	0.0124	C	0	0	1	1	0	0	2	4
COLORADO AVE	S 1ST ST	S 2ND ST	0.0601	D	1	0	1	1	1	0	0	4
COLORADO AVE	S 2ND ST	S 3RD ST	0.0665	D	1	0	0	1	0	0	2	4
COLORADO AVE	S 3RD ST	S 4TH ST	0.0830	D	1	0	1	0	0	0	2	4
COLORADO AVE	S 6TH ST	S 6TH CT	0.0490	D	1	1	1	0	0	0	1	4
COLORADO AVE	S 6TH CT	S 7TH ST	0.0200	D	1	1	1	0	0	0	1	4
COLORADO AVE	S 7TH ST	S 7TH ST	0.0295	D	1	1	1	0	0	0	1	4
COLORADO AVE	S 7TH ST	S 8TH ST	0.0496	D	1	1	1	1	0	0	0	4
COLORADO AVE	S 8TH ST	S 9TH ST	0.0498	D	1	1	1	1	0	0	0	4
COLORADO AVE	S 4TH ST	S 6TH ST	0.0970	D	1	0	1	0	0	0	2	4
DADE ST	WASHINGTON AVE	ADAMS AVE W	0.0741	D	0	1	1	1	0	10	0	13
DADE ST	JEFFERSON AVE W	NEW MARKET RD W	0.0743	D	0	0	0	1	1	10	0	12
DADE ST	ADAMS AVE W	JEFFERSON AVE W	0.0721	D	0	0	1	1	0	10	0	12
DADE ST	NEW MARKET RD W	MADISON AVE W	0.0732	D	0	0	0	1	1	10	0	12
E MAIN ST	12TH ST	13TH ST	0.0948	C	1	0	1	1	1	0	0	4
E MAIN ST	13TH ST	14TH ST	0.0965	C	1	0	1	1	1	0	0	4
E MAIN ST	14TH ST	15TH ST	0.0908	C	1	0	1	1	1	0	0	4
ESCAMBIA ST	WASHINGTON AVE	ADAMS AVE W	0.0723	D	0	1	1	1	0	10	0	13
ESCAMBIA ST	IMMOKALEE DR	WASHINGTON AVE	0.1130	D	0	1	0	1	0	10	0	12
ESCAMBIA ST	JEFFERSON AVE W	NEW MARKET RD W	0.0744	D	0	0	0	1	1	10	0	12
ESCAMBIA ST	ADAMS AVE W	JEFFERSON AVE W	0.0719	D	0	0	1	1	0	10	0	12

TIER 1

Road Name - 1	Low Cross	High Cross	Miles	Level of Service	Crash Score	School Score	Transit Score	Point of Interest Score	Major Road Score	Planned Improvements Score	Pub Input Score	Total Score
ESCAMBIA ST	NEW MARKET RD W	MADISON AVE W	0.0732	D	0	0	0	0	1	10		11
ESCAMBIA ST	MADISON AVE W	CALLE AMSTAD	0.0586	D	0	0	0	0	0	10		10
LAKE TRAFFORD RD	ORCHID DR	N 15TH ST	0.1666	C	1	1	1	1	1	0		5
LAKE TRAFFORD RD	LAUREL ST	PINE ST	0.0613	C	1	0	1	1	1	0		4
LAKE TRAFFORD RD	PINE ST	N 18TH ST	0.0848	C	1	0	1	1	1	0		4
LAKE TRAFFORD RD	N 18TH ST	HICKOCK LN	0.0204	C	1	0	1	1	1	0		4
LAKE TRAFFORD RD	HICKOCK LN	N 19TH ST	0.0975	C	1	0	1	1	1	0		4
LAKE TRAFFORD RD	KRYSTAL LN	BRYANT ST	0.0283	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	BRYANT ST	RINGO LN	0.0275	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	WARDEN LN	GARDEN LAKE CIR	0.0407	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	GARDEN LAKE CIR	MAJORIE ST	0.0189	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	MAJORIE ST	GARDEN LAKE CIR	0.0223	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	GARDEN LAKE CIR	PALM DR	0.0407	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	PALM DR	FRIENDSHIP DR	0.0584	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	FRIENDSHIP DR	SUMMER GLEN BLVD	0.0742	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	N 29TH ST	CARSON RD	0.0302	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	SUMMER GLEN BLVD	HARVEST DR	0.0653	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	N 15TH ST	LAUREL ST	0.1045	C	1	0	1	1	1	0	0	4
LAKE TRAFFORD RD	N 19TH ST	TITUS LN	0.0611	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	CARSON RD	CURRY RD	0.5030	C	1	1	1	0	1	0	0	4
LAKE TRAFFORD RD	HARVEST DR	N 29TH ST	0.0570	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	RINGO LN	WARDEN LN	0.0626	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	TITUS LN	KRYSTAL LN	0.0480	C	1	0	1	0	1	0	1	4
LAKE TRAFFORD RD	LIBERTY WAY	LITTLE LEAGUE RD	0.2330	C	1	1	1	0	1	0	0	4
LAKE TRAFFORD RD	LINCOLN BLVD	LIBERTY WAY	0.1292	C	1	1	1	0	1	0	0	4
LAKE TRAFFORD RD	CURRY RD	LINCOLN BLVD	0.0759	C	1	1	1	0	1	0	0	4
N 2ND ST	2ND AVE	ROBERTS AVE	0.1282	C	0	1	0	1	0	10		12
N 2ND ST	W MAIN ST	2ND AVE	0.1238	C	0	1	1	1	1	0		4
N 3RD ST	W MAIN ST	2ND AVE	0.1241	C	0	1	1	1	1	0	0	4
N 4TH ST	W MAIN ST	2ND AVE	0.1246	C	0	1	1	1	1	0	0	4
N 5TH ST	W MAIN ST	2ND AVE	0.1242	C	0	1	1	1	1	0	0	4
N 6TH ST	W MAIN ST	2ND AVE	0.1244	C	0	1	1	1	1	0	0	4
N 7TH ST	W MAIN ST	2ND AVE	0.1235	C	0	1	1	1	1	0	0	4
N 9TH ST	ROBERTS AVE	IMMOKALEE DR	0.2536	C	0	1	1	1	0	10	0	13
N 9TH ST	2ND AVE	ROBERTS AVE	0.1277	C	0	1	1	1	0	10	0	13
N 9TH ST	W MAIN ST	2ND AVE	0.1231	C	0	0	1	1	1	10	0	13
NEW MARKET RD E	E MAIN ST	AIRPORT ACCESS	0.2054	C	1	0	1	1	1	0	0	4
NEW MARKET RD W	NEW MARKET RD W	SR 29 N	0.1236	C	1	0	1	1	1	0	0	4
NEW MARKET RD W	NEW MARKET RD W	N 15TH ST	0.0555	C	1	0	1	1	1	0	0	4
NEW MARKET RD W	PINELLAS ST	NEW MARKET RD W	0.0289	C	1	0	1	1	1	0	0	4
NEW MARKET RD W	OKEECHOBEE ST	PINELLAS ST	0.0868	C	1	0	1	1	1	0	0	4
NEW MARKET RD W	NASSAU ST	OKEECHOBEE ST	0.1059	C	1	0	1	1	1	0	0	4
S 2ND ST	W MAIN ST	BOSTON AVE	0.1255	D	0	1	1	1	1	0	0	4
S 3RD ST	W MAIN ST	BOSTON AVE	0.1249	D	0	1	1	1	1	0	0	4
S 4TH ST	W MAIN ST	BOSTON AVE	0.1248	D	0	1	1	1	1	0	0	4
S 6TH ST	W MAIN ST	RAMANO LN	0.0531	D	0	1	1	1	1	0	0	4
S 6TH ST	RAMANO LN	BOSTON AVE	0.0715	D	0	1	0	1	0	0	2	4
S 9TH ST	ANDRES LN	COLORADO AVE	0.0613	C	0	1	1	1	0	10	0	13
S 9TH ST	VERONICA LN	BOSTON AVE	0.0407	C	0	1	1	1	0	10	0	13
S 9TH ST	BOSTON AVE	ANDRES LN	0.0648	C	0	1	1	1	0	10	0	13
S 9TH ST	W MAIN ST	CANALES LN	0.0436	C	0	0	1	1	1	10	0	13

TIER 2

Road Name - 1	Low Cross	High Cross	Miles	Level of Service	Crash Score	School Score	Transit Score	Point of Interest Score	Major Road Score	Planned Improvements Score	Pub Input Score	Total Score
S 9TH ST	CANALES LN	VERONICA LN	0.0417	C	0	1	1	1	0	10	0	13
S 9TH ST	COLORADO AVE	EUSTIS AVE	0.2511	C	0	1	1	1	0	10	0	13
10TH CT S	JEFFERSON AVE E	NEW MARKET RD E	0.0502	D	0	0	0	1	1	0	1	3
10TH CT S	E MAIN ST	10TH CT S	0.2168	D	0	0	1	1	1	0	0	3
2ND AVE	N 1ST ST	N 2ND ST	0.1764	D	0	1	1	1	0	0	0	3
2ND AVE	N 2ND ST	N 3RD ST	0.0664	D	0	1	0	1	0	0	1	3
2ND AVE	N 3RD ST	N 4TH ST	0.0670	D	0	1	0	1	0	0	1	3
2ND AVE	N 4TH ST	N 5TH ST	0.0583	D	0	1	0	1	0	0	1	3
2ND AVE	N 5TH ST	N 6TH ST	0.0594	D	0	1	0	1	0	0	1	3
2ND AVE	2ND AVE	ROBERTS AVE	0.0649	D	0	1	1	1	0	0	1	3
2ND AVE	2ND AVE	ROBERTS AVE	0.0664	D	0	1	0	1	0	0	1	3
2ND AVE	2ND AVE	ROBERTS AVE	0.0607	D	0	1	0	1	0	0	1	3
BOSTON AVE	S 9TH ST	HANCOCK ST	0.1235	D	0	1	1	1	0	0	0	3
BROWARD ST	JEFFERSON AVE E	NEW MARKET RD E	0.0761	D	0	0	0	1	1	0	1	3
BROWARD ST	ADAMS AVE E	JEFFERSON AVE E	0.0721	D	0	0	0	1	0	0	2	3
BROWARD ST	N 1ST ST	ADAMS AVE E	0.0502	D	0	0	1	1	0	0	1	3
CARVER ST	S 1ST ST	BOOKER BLVD	0.1895	D	0	0	1	1	1	0	1	3
CARVER ST	BOOKER BLVD	S 5TH ST	0.0635	D	0	0	1	1	0	0	1	3
CATALINA TER		S 9TH ST	0.0802	F	0	1	1	1	0	0	0	3
CLIFTON RD		LAKE TRAFFORD RD	0.2475	C	0	1	0	1	1	0	0	3
CR 846 E	E MAIN ST	AIRPARK BLVD	0.4280	N/A	0	0	1	1	1	0	0	3
E DELAWARE AVE	JONES ST	SCHOOL DR	0.0672	F	0	0	1	1	0	0	1	3
E DELAWARE AVE	GAUNT ST	JONES ST	0.0684	F	0	0	1	1	0	0	1	3
E DELAWARE AVE	FAHNEY ST	GAUNT ST	0.0409	F	0	0	1	1	0	0	1	3
E DELAWARE AVE	S 1ST ST	FAHNEY ST	0.0520	F	0	0	1	1	1	0	0	3
E DELAWARE AVE	FAHNEY ST	FAHNEY ST	0.0197	F	0	0	1	1	0	0	1	3
EUSTIS AVE E	JONES ST	SCHOOL DR	0.0643	D	0	0	1	1	0	0	1	3
EUSTIS AVE E	GAUNT ST	JONES ST	0.0680	D	0	0	1	1	0	0	1	3
EUSTIS AVE E	FAHNEY ST	GAUNT ST	0.0680	D	0	0	1	1	0	0	1	3
EUSTIS AVE E	S 1ST ST	FAHNEY ST	0.0440	D	0	0	1	1	1	0	0	3
FLAGLER ST	ADAMS AVE W	JEFFERSON AVE W	0.0720	C	0	1	1	1	0	0	0	3
FLAGLER ST	WASHINGTON AVE	ADAMS AVE W	0.0722	C	0	1	1	1	0	0	0	3
GLADES ST	ADAMS AVE W	JEFFERSON AVE W	0.0718	C	0	0	1	1	0	0	1	3
GLADES ST	WASHINGTON AVE	ADAMS AVE W	0.0724	C	0	1	1	1	0	0	0	3
GLADES ST	N 9TH ST	WASHINGTON AVE	0.1123	C	0	1	0	1	0	0	1	3
GLADES ST	JEFFERSON AVE W	NEW MARKET RD W	0.0745	C	0	0	0	1	1	0	1	3
HANCOCK ST	W MAIN ST	BOSTON AVE	0.1272	D	0	1	1	0	1	0	0	3
IMMOKALEE DR	CHARLOTTE ST	ADAMS AVE W	0.0834	C	1	0	1	1	0	0	0	3
IMMOKALEE DR	ADAMS AVE W	DADE ST	0.1048	C	1	1	1	1	0	0	-1	3
IMMOKALEE DR	DADE ST	ESCAMBIA ST	0.1574	C	1	1	0	1	0	0	0	3
IMMOKALEE DR	ESCAMBIA ST	N 9TH ST	0.1546	C	1	1	0	1	0	0	0	3
IMMOKALEE DR	N 9TH ST	CLIFTON ST	0.0630	C	1	1	0	1	0	0	0	3
IMMOKALEE DR	CLIFTON ST	N 10TH ST	0.0630	C	1	1	0	1	0	0	0	3
IMMOKALEE DR	10TH ST N	HABITAT CT	0.0513	C	1	1	0	0	0	0	1	3
IMMOKALEE DR	HABITAT CT	N 11TH ST	0.0725	C	1	1	0	0	0	0	1	3
IMMOKALEE DR	N 11TH ST	GLADIOLA ST	0.0594	C	1	1	0	0	0	0	1	3
IMMOKALEE DR	GADIOLA ST	POINSETTIA ST	0.0597	C	1	0	0	0	0	0	2	3
IMMOKALEE DR	POINSETTIA ST	N 15TH ST	0.1310	C	1	0	1	0	1	0	0	3
IMMOKALEE DR	N 15TH ST	N 16TH ST	0.0919	C	1	0	1	0	1	0	0	3
INDIAN RIVER ST	JEFFERSON AVE W	NEW MARKET RD W	0.0729	D	0	1	1	0	1	0	0	3
JACKSON ST	JEFFERSON AVE W	NEW MARKET RD W	0.0740	D	0	1	1	0	1	0	0	3

TIER 2

Road Name - 1	Low Cross	High Cross	Miles	Level of Service	Crash Score	School Score	Transit Score	Point of Interest Score	Major Road Score	Planned Improvements Score	Pub Input Score	Total Score
JEFFERSON ST	E MAIN ST		0.0415	N/A	0	0	1	1	1	0	0	3
JEROME DR	E MAIN ST	1ST AVE	0.0609	D	0	0	1	1	1	0	0	3
JEROME DR	1ST AVE	NEW MARKET RD E	0.2930	D	0	0	0	1	1	0	1	3
KISSIMMEE ST	JEFFERSON AVE W	NEW MARKET RD W	0.0744	D	0	1	1	0	1	0	0	3
LAKE TRAFFORD RD	CLIFTON RD	MONROE ST	0.0633	C	1	1	0	0	1	0	0	3
LAKE TRAFFORD RD	CLIFTON RD	MONROE ST	0.0614	C	1	1	0	0	1	0	0	3
LAKE TRAFFORD RD	MONROE ST	N 11TH ST	0.1255	C	1	1	0	0	1	0	0	3
LAKE TRAFFORD RD	N 11TH ST	ORCHID AVE	0.0837	C	1	1	0	0	1	0	0	3
LAKE TRAFFORD RD	JEFFERSON AVE W	N 9TH ST	0.0104	C	1	1	0	0	1	0	0	3
LAKE TRAFFORD RD	RAULERSON RD	MIRAHAM TER	0.0589	C	1	0	1	0	1	0	0	3
LAKE TRAFFORD RD	MIRAHAM TER	CHRISTIAN TER	0.0689	C	1	0	1	0	1	0	0	3
LAKE TRAFFORD RD	CHRISTIAN TER	HALL RD	0.2448	C	1	0	1	0	1	0	0	3
LAKE TRAFFORD RD	HALL RD	TAYLOR TER	0.0420	C	1	0	1	0	1	0	0	3
LAKE TRAFFORD RD	TAYLOR TER	TRAFFORD FARM RD	0.0881	C	1	0	1	0	1	0	0	3
LAKE TRAFFORD RD	TRAFFORD FARM RD	TIPPINS TER	0.1262	C	1	0	0	0	1	0	1	3
LAKE TRAFFORD RD	TIPPINS TER	PEPPER RD	0.2031	C	1	0	0	1	1	0	0	3
LAKE TRAFFORD RD	PEPPER RD		0.3390	C	1	0	0	1	1	0	0	3
LAKE TRAFFORD RD	LITTLE LEAGUE RD	RAULERSON RD	0.1201	C	1	0	1	0	1	0	0	3
LAUREL ST	PALM AVE	LAKE TRAFFORD RD	0.1838	D	0	0	1	1	1	0	0	3
N 18TH ST	ASH LN	LAKE TRAFFORD RD	0.1067	C	0	0	1	1	1	0	0	3
N 9TH ST	IMMOKALEE DR	GLADES ST	0.1547	C	0	1	0	1	0	0	1	3
N 9TH ST	WASHINGTON AVE	HABITAT CTR	0.0954	C	0	1	0	1	0	0	1	3
N 9TH ST	HABITAT CTR	LAKE TRAFFORD RD	0.0971	C	0	1	0	0	1	0	1	3
N 9TH ST	GLADES ST	WASHINGTON AVE	0.1600	C	0	1	0	1	0	0	1	3
MASSAU ST	JEFFERSON AVE W	NEW MARKET RD W	0.0737	D	0	0	1	0	1	0	1	3
MASSAU ST	NEW MARKET RD W	MADISON AVE W	0.0737	D	0	0	1	1	1	0	0	3
NEW MARKET RD E	CHARLOTTE ST	BROWARD ST	0.1172	C	1	0	0	1	1	0	0	3
NEW MARKET RD E	ALACHUA ST	BROWARD ST	0.0792	C	1	0	0	1	1	0	0	3
NEW MARKET RD E	ALACHUA ST	ALACHUA ST	0.0237	C	1	0	0	1	1	0	0	3
NEW MARKET RD E	NIXON DR	ALACHUA ST	0.0486	C	1	0	0	0	1	0	1	3
NEW MARKET RD E	JEROME DR	NIXON DR	0.0445	C	1	0	0	1	1	0	0	3
NEW MARKET RD E	10TH CT S	AIRPORT ACCESS	0.0613	C	1	0	0	1	1	0	0	3
NEW MARKET RD E	JEROME DR	10TH CT S	0.1396	C	1	0	0	1	1	0	0	3
NEW MARKET RD W	HENDRY ST	INDIAN RIVER ST	0.1060	C	1	0	1	0	1	0	0	3
NEW MARKET RD W	MANATEE ST	MANATEE ST	0.1058	C	1	0	1	0	1	0	0	3
NEW MARKET RD W	LEE ST	MANATEE ST	0.1062	C	1	0	1	0	1	0	0	3
NEW MARKET RD W	FLAGLER ST	GLADES ST	0.1064	C	1	0	0	0	1	0	1	3
NEW MARKET RD W	INDIAN RIVER ST	JACKSON ST	0.1059	C	1	0	1	0	1	0	0	3
NEW MARKET RD W	GLADES ST	HENDRY ST	0.1068	C	1	0	1	0	1	0	0	3
NEW MARKET RD W	JACKSON ST	KISSIMMEE ST	0.1063	C	1	0	1	0	1	0	0	3
NEW MARKET RD W	DADE ST	ESCAMBIA ST	0.1090	C	1	0	0	1	1	0	0	3
NEW MARKET RD W	CHARLOTTE ST	DADE ST	0.1352	C	1	0	0	1	1	0	0	3
NEW MARKET RD W	KISSIMMEE ST	LEE ST	0.1063	C	1	0	1	0	1	0	0	3
NEW MARKET RD W	ESCAMBIA ST	FLAGGER ST	0.1111	C	1	0	0	0	1	0	1	3
NIXON DR	JEFFERSON AVE E	ROBERTS AVE E	0.0518	D	0	0	0	1	0	0	2	3
NIXON DR	NEW MARKET RD E	JEFFERSON AVE E	0.0803	C	0	0	0	1	1	0	1	3
OKEECHOBEE ST	NEW MARKET RD W	MADISON AVE W	0.0736	D	0	0	1	1	1	0	0	3
OKEECHOBEE ST	JEFFERSON AVE W	NEW MARKET RD W	0.0745	D	0	0	1	1	1	0	0	3
PALM AVE	N 15TH ST	LAUREL ST	0.1033	C	0	0	1	1	1	0	0	3
PINE ST	N 15TH ST	2ND ST	0.0892	D	0	1	1	1	1	0	0	3
PINE ST	PALM AVE	LAKE TRAFFORD RD	0.1833	D	0	0	1	1	1	0	0	3

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PINELLAS ST	NEW MARKET RD W	MADISON AVE W	0.0742	C	0	0	1	1	1	0		3			
PINELLAS ST	JEFFERSON AVE W	NEW MARKET RD W	0.0748	C	0	0	1	1	1	0		3			
ROBERTS AVE E	ALACHUA ST	NIXON DR	0.1549	C	0	0	0	1	0	0	2	3			
ROBERTS AVE E	N 1ST ST	ALACHUA ST	0.0553	C	0	0	1	1	0	0	1	3			
S 4TH ST	BOSTON AVE	W MAIN ST	0.1260	D	0	1	1	1	0	0	0	3			
S 6TH CT	COLORADO AVE		0.1245	D	0	1	1	1	0	0	0	3			
S 8TH ST	COLORADO AVE		0.1187	C	0	1	1	1	0	0	0	3			
SCHOOL RD	S 1ST ST		0.1507	D	0	0	1	1	1	0	0	3			
W DELAWARE AVE	S 1ST ST	S 2ND ST	0.0601	C	0	0	1	1	1	0	0	3			
W DELAWARE AVE	S 2ND ST	S 3RD ST	0.0661	C	0	0	0	1	0	0	2	3			
W DELAWARE AVE	S 3RD ST	S 4TH ST	0.0832	C	0	0	1	1	0	0	1	3			
W DELAWARE AVE	S 4TH ST	S 5TH ST	0.0428	C	0	0	1	0	0	0	2	3			
W DELAWARE AVE	S 5TH ST	S 6TH ST	0.0551	C	0	0	1	0	0	0	2	3			
11TH ST SE	E DELAWARE AVE		0.1197	D	0	0	0	1	0	0	0	1			
5TH AVE	N 15TH ST	N 16TH ST	0.0920	C	0	0	1	0	1	0	0	2			
5TH AVE	N 16TH ST	N 17TH ST	0.0788	C	0	0	0	0	0	0	0	0			
5TH AVE	N 17TH ST	N 18TH ST	0.0798	C	0	0	0	0	0	0	0	0			
6TH AVE	N 15TH ST	N 16TH ST	0.0924	C	0	0	1	0	1	0	0	2			
6TH AVE	N 16TH ST	N 17TH ST	0.0785	C	0	0	0	0	0	0	0	0			
6TH AVE	N 17TH ST	N 18TH ST	0.0800	C	0	0	0	0	0	0	0	0			
6TH AVE	N 18TH ST	6TH AVE CIR	0.0483	C	0	0	0	0	0	0	0	0			
6TH AVE CIR	6TH AVE	6TH AVE	0.2307	C	0	0	0	0	0	0	0	0			
7TH AVE	N 15TH ST	N 16TH ST	0.0922	C	0	0	1	0	1	0	0	2			
7TH AVE	N 16TH ST	N 17TH ST	0.0785	C	0	0	0	0	0	0	0	0			
7TH AVE	N 17TH ST	N 18TH ST	0.0799	C	0	0	0	0	0	0	0	0			
8TH AVE	N 15TH ST	N 16TH ST	0.0922	C	0	0	1	0	1	0	0	2			
8TH AVE	CREWS CT	N 19TH ST	0.0435	C	0	0	0	0	0	0	0	0			
8TH AVE	N 19TH ST	TARA ST	0.0359	C	0	0	0	0	0	0	0	0			
8TH AVE	TARA ST	BAKER ST	0.0532	C	0	0	0	0	0	0	0	0			
8TH AVE	N 16TH ST	N 17TH ST	0.0788	C	0	0	0	0	0	0	0	0			
8TH AVE	BAKER ST	N 18TH ST	0.0800	C	0	0	0	0	0	0	0	0			
8TH AVE	WALKING STICK LN		0.0355	C	0	0	0	0	0	0	0	0			
8TH AVE	N 18TH ST	CREWS CT	0.0788	C	0	0	0	0	0	0	0	0			
ADAMS AVE W	GLADES ST	HENDRY ST	0.1041	F	0	0	1	1	0	0	0	2			
AIRPORT ACCESS	NEW MARKET RD E	AIRWAYS AVE	0.0809	D	0	0	0	1	1	0	0	2			
ALACHUA ST	NEW MARKET RD E	DIXIE AVE E	0.1996	D	0	0	0	1	1	0	0	2			
ALACHUA ST	DIXIE AVE E	GOPHER RIDGE RD	0.2018	D	0	0	0	0	0	0	0	0			
AMIGO WAY	MARIANNA WYA		0.0000	N/A	0	0	0	0	0	0	0	0			
AMIGO WAY	MARIANNA WAY	MARIANNA WAY	0.0000	N/A	0	0	0	0	0	0	0	0			
APPLE ST	EDEN AVE	EDEN AVE	0.1238	D	0	0	0	0	0	0	0	0			
APPLE ST	EDEN AVE	EDEN AVE	0.1131	D	0	0	0	0	0	0	0	0			
AVOCADO ST	EDEN AVE	EDEN AVE	0.0607	D	0	0	0	0	0	0	0	0			
BASS RD	TAYLOR TER	TIPPINS TER	0.2102	F	0	0	1	0	0	0	0	1			
BETHUNE RD	S 1ST ST	S 5TH ST	0.2567	F	0	0	1	0	1	0	0	2			
BOOKER BLVD	BOOKER BLVD	EUSTIS AVE	0.0605	F	0	0	0	1	0	0	0	1			
BOOKER BLVD	EUSTIS AVE	CARVER ST	0.0925	F	0	0	0	1	0	0	0	1			
BOOKER BLVD	CARVER ST		0.0845	F	0	0	0	1	0	0	0	1			
BOSTON AVE	HANCOCK ST		0.0358	D	0	1	0	0	0	0	0	1			
BREEZEWOOD DR	S 5TH ST	GLENWOOD ST	0.2361	D	0	0	0	0	0	0	0	0			
BROWARD ST	NEW MARKET RD E	MADISON AVE E	0.0775	D	0	0	0	1	1	0	0	2			
BROWARD ST	MADISON AVE E	DIXIE AVE E	0.0891	D	0	0	0	0	0	0	0	0			

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CALLE AMISTAD	DADE ST	ESCAMBIA ST	0.1296	D	0	0	0	0	0	0	0	0
CALLE AMISTAD	MADISON AVE W	CALLE AMISTAD	0.1103	D	0	0	0	0	0	0	0	0
CAMELLIA AVE	N 11TH ST		0.1013	D	0	1	0	0	0	0	0	1
CARSON RD	WESTCLOX ST	ROY WAY	0.0969	D	0	0	1	0	1	0	0	2
CARSON RD	CARSON LAKES CIR		0.0283	D	0	1	0	0	0	0	0	1
CARSON RD	CARSON RD	CARSON LAKES CIR	0.2478	D	0	1	0	0	0	0	0	1
CARSON RD	KRISTY LN	ASHLEY LN	0.0424	D	0	0	0	0	0	0	0	0
CARSON RD	CARSON RD	CARSON RD	0.0460	D	0	0	0	0	0	0	0	0
CARSON RD	ROY WAY	KRISTY LN	0.2875	D	0	0	0	0	0	0	0	0
CARSON RD	ASHLEY LN	CARSON RD	0.0518	D	0	0	0	0	0	0	0	0
CARSON RD	LINCOLN BLVD	LAKE TRAFFORD RD	0.4082	D	0	0	1	0	1	0	0	2
CARSON RD	IMMOKALEE DR	LINCOLN BLVD	0.0988	D	0	0	1	0	0	0	0	1
CHARLIE CT	IMMOKALEE DR		0.1215	N/A	0	1	0	0	0	0	0	1
CHARLOTTE ST	MADISON AVE W	DIXIE AVE W	0.0368	C	0	0	0	1	0	0	0	1
CLIFTON ST	IMMOKALEE DR		0.1827	D	0	1	0	1	0	0	0	2
CR 846	S 1ST ST	CAMP KEAIS RD	1.4904	N/A	0	0	1	0	1	0	0	2
CR 846 E	AIRPARK BLVD	TRADEPORT PKWY	0.2119	N/A	0	0	0	1	0	0	0	1
CR 846 E	TRADEPORT PKWY	DUPREE GRADE	2.8665	N/A	0	0	0	1	0	0	0	1
CR 846 E	DUPREE GRADE	THOMAS FARM RD	1.0181	N/A	0	0	0	0	0	0	0	0
CUSTER AVE	N 18TH ST	N 18TH TER	0.0497	C	0	0	0	0	0	0	0	0
CUSTER AVE	N 18TH TER		0.1583	C	0	0	0	0	0	0	0	0
DADE ST	MADISON AVE W	DIXIE AVE W	0.0360	D	0	0	0	0	0	0	0	0
DEER RUN RD	TAYLOR TER	LAKE SHOER DR	0.2082	D	0	0	0	0	0	0	0	0
DIMAR LN	CARSON RD		0.1096	D	0	0	1	0	1	0	0	2
DIXIE AVE E	BROWARD ST	ALACHUA ST	0.0537	D	0	0	0	0	0	0	0	0
DIXIE AVE E	BROWARD ST	CHARLOTTE ST	0.0573	D	0	0	0	0	0	0	0	0
DIXIE AVE E	DIXIE AVE W	DIXIE AVE E	0.0329	D	0	0	0	0	0	0	0	0
DIXIE AVE W	CHARLOTTE ST	DADE ST	0.1358	D	0	0	0	0	0	0	0	0
DOAK AVE	S 5TH ST	MAPLE DR	0.0839	D	0	0	1	0	0	0	0	1
DOAK AVE	S 8TH ST	S 9TH ST	0.0862	D	0	0	0	0	0	0	0	0
DOAK AVE	MAPLE DR	S 8TH ST	0.0834	D	0	0	0	0	0	0	0	0
DUPREE GRADE	CR 846 E	GARTHIE RD	1.2824	N/A	0	0	0	0	0	0	0	0
E DELAWARE AVE	12TH ST SE	13TH ST SE	0.0342	F	0	0	0	1	0	0	0	1
E DELAWARE AVE	11TH ST SE	12TH ST SE	0.0288	F	0	0	0	1	0	0	0	1
E DELAWARE AVE	WEEKS TER	16TH ST SE	0.0299	F	0	0	0	1	0	0	0	1
E DELAWARE AVE	SCHOOL DR	11TH ST SE	0.0624	F	0	0	0	1	0	0	0	1
E DELAWARE AVE	13TH ST SE	14TH ST SE	0.0343	F	0	0	0	1	0	0	0	1
E DELAWARE AVE	15TH ST SE	WEEKS TER	0.0320	F	0	0	0	1	0	0	0	1
E DELAWARE AVE	14TH ST SE	15TH ST SE	0.0283	F	0	0	0	1	0	0	0	1
EDEN AVE	AVOCADO ST	CARSON RD	0.0491	F	0	0	1	0	1	0	0	2
EDEN AVE	ORANGE ST	TANGERINE ST	0.0641	F	0	0	0	0	0	0	0	0
EDEN AVE	PEAR ST	PEAR ST	0.0642	F	0	0	0	0	0	0	0	0
EDEN AVE	PEAR ST	PLUM ST	0.0641	F	0	0	0	0	0	0	0	0
EDEN AVE	PLUM ST	PAPAYA ST	0.0518	F	0	0	0	0	0	0	0	0
EDEN AVE	PAPAYA ST	AVOCADO ST	0.0486	F	0	0	0	0	0	0	0	0
EDEN AVE	APPLE ST	ORANGE ST	0.0640	F	0	0	0	0	0	0	0	0
EDEN AVE	TANGERINE ST	PEACH ST	0.0648	F	0	0	0	0	0	0	0	0
EL PASO TRL	EL PASO TRL	EL PASO TRL	0.0533	D	0	0	0	0	0	0	0	0
EL PASO TRL	EL PASO TRL	EL PASO TRL	0.0535	D	0	0	0	0	0	0	0	0
EL PASO TRL	EL PASO TRL	EL PASO TRL	0.2969	D	0	0	0	0	0	0	0	0
EL PASO TRL	EL PASO TR	EL PASO TR	0.0308	D	0	0	0	0	0	0	0	0

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EL PASO TRL	EL PASO TRL	EL PASO TRL	0.1837	D	0	0	0	0	0	0	0	0
EL PASO TRL	EL PASO TRAIL	IMMOKALEE DR	0.1668	D	0	0	0	0	0	0	0	0
EL PASO TRL	MARIANNA WAY	EL PASO TR	0.0308	N/A	0	0	0	0	0	0	0	0
FAHRNEY ST	E DELAWARE AVE	EUSTIS AVE E	0.1604	D	0	0	1	1	0	0	0	2
FAHRNEY ST	E DELAWARE AVE	ROSE AVE	0.0955	D	0	0	0	1	0	0	0	1
FLAGLER ST	JEFFERSON AVE W	NEW MARKET RD W	0.0744	C	0	0	0	1	1	0	0	2
FLAGLER ST	NEW MARKET RD W	MADISON AVE W	0.0734	C	0	0	0	0	1	0	0	1
FLAGLER ST	MADISON AVE W	ESCAMBIA ST	0.0551	C	0	0	0	0	0	0	0	0
FORRESTER AVE	N 11TH ST		0.1057	D	0	1	0	0	0	0	0	1
GAUNT ST	E DELAWARE AVE	EUSTIS AVE E	0.1556	D	0	0	1	1	0	0	0	2
GLADES ST	NEW MARKET RD W	MADISON AVE W	0.0735	C	0	0	0	0	1	0	0	1
GLADIOLA ST	IMMOKALEE DR	SANTA ROSA AVE	0.1575	D	0	0	0	0	0	0	0	0
GLENWOOD ST	BREEZEWOOD DR		0.0339	D	0	0	0	0	0	0	0	0
GLENWOOD ST	PALM RIDGE DR	BREEZEWOOD DR	0.0626	D	0	0	0	0	0	0	0	0
HABITAT CT	IMMOKALEE DR		0.0411	C	0	1	0	0	0	0	0	1
HABITAT CTR	N 9TH ST		0.0305	C	0	1	0	0	0	0	0	1
HENDRY ST	NEW MARKET RD W	MADISON AVE W	0.0740	C	0	0	1	0	1	0	0	2
HENDRY ST	JEFFERSON AVE W	NEW MARKET RD W	0.0740	C	0	0	1	0	1	0	0	2
HENDRY ST	ADAMS AVE W	JEFFERSON AVE W	0.0698	C	0	0	1	0	0	0	0	1
HOPE CIR	MARY EVENS DR	WILLIE MAE HARPER DR	0.1145	C	0	0	1	0	0	0	0	1
HOPE CIR	S 5TH ST	MARY EVANS DR	0.0814	C	0	0	1	0	0	0	0	1
HOPE CIR	WILLIE MAE HARPER DR	S 5TH ST	0.3324	C	0	0	1	0	0	0	0	1
IMMOKALEE DR	N 16TH ST	MCBLACK ST	0.0325	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	MCBLACK ST	N 17TH ST	0.0462	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	N 17TH ST	N 18TH ST	0.0797	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	N 18TH ST	N 19TH ST	0.1246	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	N 19TH ST	WELLS ST	0.0944	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	WELLS ST	DILSA LN	0.0562	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	DILSA LN	EL PASO TRL	0.2567	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	TAYLOR ST	EL PASO TRL	0.0323	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	EL PASO TRL	IMMOKALEE DR	0.0611	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	IMMOKALEE DR	N 29TH ST	0.2257	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	IMMOKALEE DR	CARSON RD	0.0411	C	1	0	0	0	0	0	0	1
IMMOKALEE DR	EL PASO TRL	TAYLOR ST	0.0948	C	1	0	0	0	0	0	0	1
INDIAN RIVER ST	NEW MARKET RD W	MADISON AVE W	0.0738	D	0	0	1	0	1	0	0	2
JACKSON ST	NEW MARKET RD W	MADISON AVE W	0.0735	D	0	0	1	0	1	0	0	2
JEFFERSON AVE E	CHARLOTTE ST	BROWARD ST	0.1093	D	0	0	0	1	0	0	0	1
JEFFERSON AVE E	BROWARD ST	ALACHUA ST	0.1097	D	0	0	0	1	0	0	0	1
JEFFERSON AVE E	ALACHUA ST	NIXON DR	0.0858	D	0	0	0	1	0	0	0	1
JEFFERSON AVE W	INDIAN RIVER ST	LAKE TRAFFORD RD	0.0286	N/A	0	1	0	0	1	0	0	2
JEFFERSON AVE W	LAKE TRAFFORD RD	JACKSON ST	0.0758	N/A	0	1	0	0	1	0	0	2
JEFFERSON AVE W	HENDRY ST	INDIAN RIVER ST	0.1076	N/A	0	1	1	0	0	0	0	2
JEFFERSON AVE W	GLADES ST	HENDRY ST	0.1060	N/A	0	0	1	1	0	0	0	2
JEFFERSON AVE W	PINELLAS ST	N 15TH ST	0.0198	N/A	0	0	0	1	1	0	0	2
JEFFERSON AVE W	NASSAU ST	OKEECHOBEE ST	0.1060	N/A	0	0	0	1	0	0	0	1
JEFFERSON AVE W	FLAGLER ST	GLADES ST	0.1082	N/A	0	0	0	1	0	0	0	1
JEFFERSON AVE W	JACKSON ST	KISSIMMEE ST	0.1068	N/A	0	1	0	0	0	0	0	1
JEFFERSON AVE W	KISSIMMEE ST	LEE ST	0.1061	N/A	0	1	0	0	0	0	0	1
JEFFERSON AVE W	ESCAMBIA ST	FLAGGER ST	0.1091	N/A	0	0	0	1	0	0	0	1
JEFFERSON AVE W	OKEECHOBEE ST	PINELLAS ST	0.0871	N/A	0	0	0	1	0	0	0	1
JEFFERSON AVE W	CHARLOTTE ST	DADE ST	0.1358	N/A	0	0	0	1	0	0	0	1

TIER 3												
Road Name - 1	Low Cross	High Cross	Miles	Level of Service	Crash Score	School Score	Transit Score	Point of Interest Score	Major Road Score	Planned Improvements Score	Pub Input Score	Total Score
JEFFERSON AVE W	DADE ST	ESCAMBIA ST	0.1100	N/A	0	0	0	1	0	0	0	1
JEFFERSON AVE W	MANATEE ST	NASSAU ST	0.1054	N/A	0	0	0	0	0	0	0	0
JEFFERSON AVE W	LEE ST	MANATEE ST	0.1061	N/A	0	0	0	0	0	0	0	0
JENNY LN	S 3RD ST	MANATEE ST	0.0000	N/A	0	0	0	1	0	0	0	1
JONES ST	E DELAWARE AVE	EUSTIS AVE E	0.1554	D	0	0	1	1	0	0	0	2
KISSIMMEE ST	NEW MARKET RD W	MADISON AVE W	0.0736	D	0	0	1	0	1	0	0	2
LAKE LN	LAKE SHORE DR	LAKE SHORE DR	0.1488	N/A	0	0	0	0	0	0	0	0
LAKE SHORE DR	ALICE LN	ALICE LN	0.1346	F	0	0	0	0	0	0	0	0
LAKE SHORE DR	LAKE LN	LAKE LN	0.0983	F	0	0	0	0	0	0	0	0
LAKE SHORE DR	ALICE LN	ALICE LN	0.0731	F	0	0	0	0	0	0	0	0
LEE ST	NEW MARKET RD W	MADISON AVE W	0.0738	D	0	0	1	0	1	0	0	2
LEE ST	JEFFERSON AVE W	NEW MARKET RD W	0.0738	D	0	0	1	0	1	0	0	2
LEE ST	N 11TH ST	NASSAU ST	0.1278	D	0	1	0	1	0	0	0	2
LEE ST	NASSAU ST	N 15TH ST	0.0952	D	0	0	0	1	1	0	0	2
LEE ST	MONROE ST	N 11TH ST	0.0401	D	0	1	0	0	0	0	0	1
LEE ST	MONROE ST	JEFFERSON AVE W	0.0706	D	0	1	0	0	0	0	0	1
LEED AVE	GRANT AVE	LEED AVE	0.0936	C	0	0	1	1	0	0	0	2
LEED AVE	N 19TH ST	CUSTER AVE	0.0529	C	0	0	1	0	0	0	0	1
MANATEE ST	NEW MARKET RD W	MADISON AVE W	0.0735	D	0	0	1	0	1	0	0	2
MANATEE ST	JEFFERSON AVE W	NEW MARKET RD W	0.0744	D	0	0	1	0	1	0	0	2
MANATEE ST	MONROE ST	MONROE ST	0.0434	D	0	0	0	0	0	0	0	0
MANATEE ST	MONROE ST	JEFFERSON AVE W	0.0699	D	0	0	0	0	0	0	0	0
MAPLE DR	PALMETTO AVE	DOAK AVE	0.1434	D	0	0	0	0	0	0	0	0
MARIANNA WAY	AMIGO WAY	AMIGO WAY	0.0000	N/A	0	0	0	0	0	0	0	0
MARIANNA WAY	AMIGO WAY	EL PASO TRL	0.0000	N/A	0	0	0	0	0	0	0	0
MARIANNA WAY	EL PASO TRL	IMMOKALEE DR	0.0000	N/A	0	0	0	0	0	0	0	0
MARJORIE ST	LAKE TRAFFORD RD	LAKE TRAFFORD RD	0.1247	D	0	0	1	0	1	0	0	2
MAXWELL LN	N 10TH ST	N 10TH ST	0.0576	N/A	0	1	0	0	0	0	0	1
MIMOSA AVE	N 11TH ST	N 11TH ST	0.0992	D	0	1	0	0	0	0	0	1
MIRERS LN	MIRAHAM DR	MIRAHAM TER	0.0979	N/A	0	0	1	0	0	0	0	1
MIRAHAM DR	MIRAHAM TER	MIRAHAM TER	0.0470	D	0	0	1	0	0	0	0	1
MIRAHAM DR	POOLE LN	MIRAHAM PL	0.2346	D	0	0	1	0	0	0	0	1
MIRAHAM DR	MIRAHAM PL	TAYLOR TER	0.0746	D	0	0	1	0	0	0	0	1
MIRAHAM TER	MIRAHAM DR	LAKE TRAFFORD RD	0.1907	D	0	0	1	0	1	0	0	2
MIRAHAM TER	MIRAHAM DR	MIRAHAM DR	0.0584	D	0	0	1	0	0	0	0	1
MONROE CT	MONROE ST	MONROE ST	0.0384	D	0	1	0	0	0	0	0	1
MONROE ST	LAKE TRAFFORD RD	MONROE CT	0.1029	D	0	1	0	0	1	0	0	2
MONROE ST	NASSAU ST	N 15TH ST	0.1189	D	0	0	0	0	1	0	0	1
MONROE ST	LEE ST	MANATEE ST	0.1068	D	0	1	0	0	0	0	0	1
MONROE ST	MONROE CT	LEE ST	0.0975	D	0	1	0	0	0	0	0	1
MONROE ST	MANATEE ST	NASSAU ST	0.1060	D	0	0	0	0	0	0	0	0
N 10TH ST	IMMOKALEE DR	IMMOKALEE DR	0.2526	D	0	1	0	1	0	0	0	2
N 10TH ST	LAKE TRAFFORD RD	IMMOKALEE DR	0.0638	D	0	1	0	0	0	0	0	1
N 11TH ST	ORCHID AVE	LEE ST	0.1378	C	0	1	0	0	1	0	0	2
N 11TH ST	ROBERTS AVE	LAKE TRAFFORD RD	0.1300	C	0	1	0	0	1	0	0	2
N 11TH ST	FORRESTER AVE	FORRESTER AVE	0.1283	C	0	1	1	0	0	0	0	2
N 11TH ST	N 15TH ST	ANHINGA CIR	0.0987	C	0	0	1	0	1	0	0	2
N 11TH ST	IMMOKALEE DR	SANTA ROSA AVE	0.1575	C	0	1	0	0	0	0	0	1
N 11TH ST	TYLER AVE	IMMOKALEE DR	0.0636	C	0	1	0	0	0	0	0	1
N 11TH ST	FORRESTER AVE	TYLER AVE	0.0611	C	0	1	0	0	0	0	0	1
N 11TH ST	CAMELIA AVE	ORCHID AVE	0.0769	C	0	1	0	0	0	0	0	1

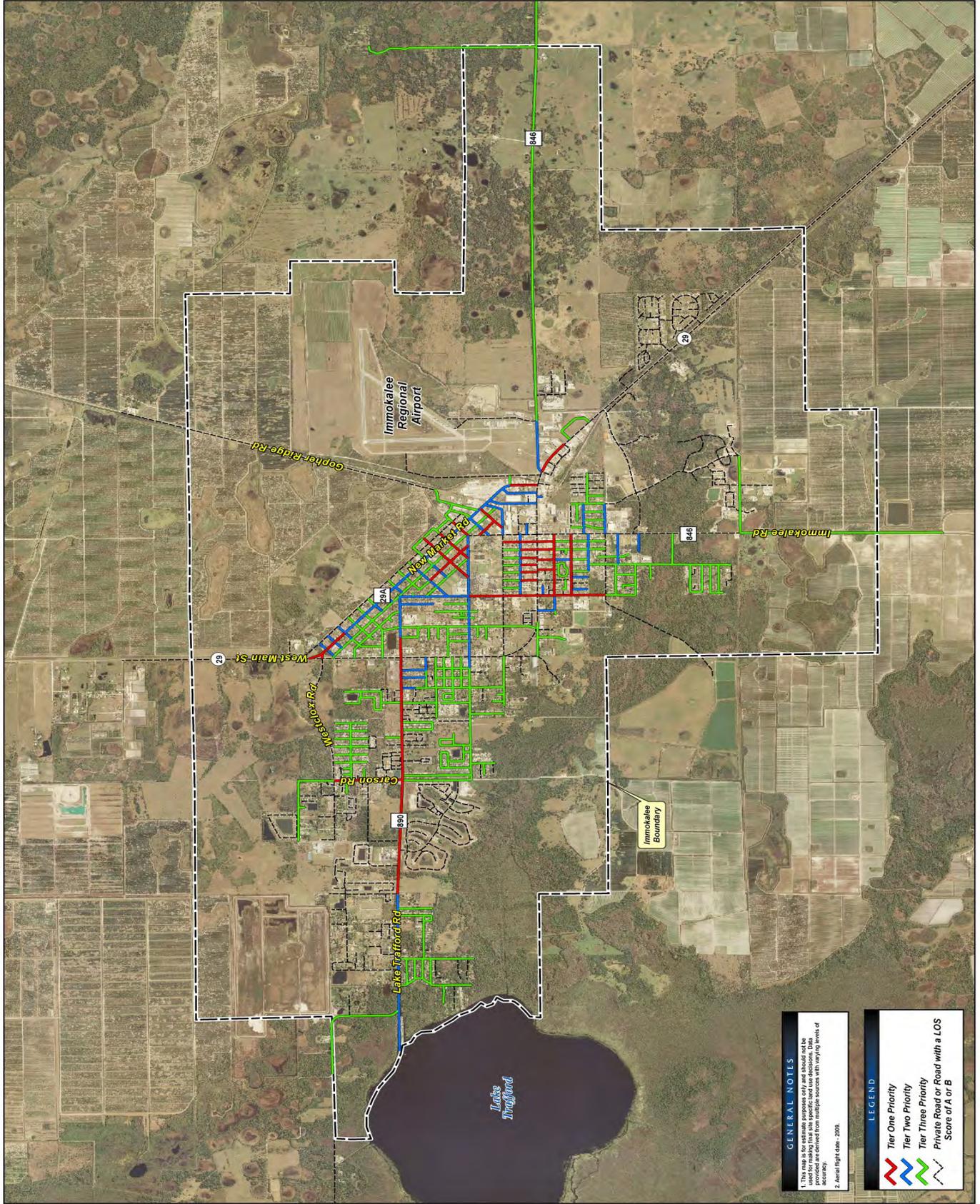
TIER 3												
Road Name - 1	Low Cross	High Cross	Miles	Level of Service	Crash Score	School Score	Transit Score	Point of Interest Score	Major Road Score	Planned Improvements Score	Pub Input Score	Total Score
N 11TH ST	MIMOSA AVE	CAMELIA AVE	0.0705	C	0	1	0	0	0	0	0	1
N 11TH ST	SANTA ROSA AVE	MIMOSA AVE	0.0706	C	0	1	0	0	0	0	0	1
N 11TH ST	ANHINGA CIR	ROBERTS AVE	0.1450	C	0	0	1	0	0	0	0	1
N 16TH ST	IMMOKALEE DR	5TH AVE	0.0629	C	0	0	0	0	0	0	0	0
N 16TH ST	7TH AVE	8TH AVE	0.0596	C	0	0	0	0	0	0	0	0
N 16TH ST	6TH AVE	7TH AVE	0.0632	C	0	0	0	0	0	0	0	0
N 16TH ST	5TH AVE	6TH AVE	0.0630	C	0	0	0	0	0	0	0	0
N 17TH ST	IMMOKALEE DR	5TH AVE	0.0627	C	0	0	0	0	0	0	0	0
N 17TH ST	7TH AVE	8TH AVE	0.0603	C	0	0	0	0	0	0	0	0
N 17TH ST	6TH AVE	7TH AVE	0.0627	C	0	0	0	0	0	0	0	0
N 17TH ST	5TH AVE	6TH AVE	0.0634	C	0	0	0	0	0	0	0	0
N 18TH ST	LEED AVE	CUSTER AVE	0.1488	C	0	0	1	1	0	0	0	2
N 18TH ST	CUSTER AVE		0.1198	C	0	0	0	0	0	0	0	0
N 18TH ST	PALM AVE	ASH LN	0.0781	C	0	0	0	1	0	0	0	1
N 18TH ST	SEACREST AVE	IMMOKALEE DR	0.0942	C	0	0	0	0	0	0	0	0
N 18TH ST	8TH AVE	PALM AVE	0.0727	C	0	0	0	0	0	0	0	0
N 18TH ST	ROBERTS AVE W	SEACREST AVE	0.1559	C	0	0	0	0	0	0	0	0
N 18TH ST	7TH AVE	8TH AVE	0.0583	C	0	0	0	0	0	0	0	0
N 18TH ST	6TH AVE	7TH AVE	0.0629	C	0	0	0	0	0	0	0	0
N 18TH ST	5TH AVE	6TH AVE	0.0623	C	0	0	0	0	0	0	0	0
N 18TH ST	IMMOKALEE DR	5TH AVE	0.0633	C	0	0	0	0	0	0	0	0
N 18TH TER	SHERMAN AVE	CUSTER AVE	0.0958	C	0	0	0	0	0	0	0	0
N 19TH ST	LAKE TRAFFORD RD	HICKOCK LN	0.0532	C	0	0	1	0	1	0	0	2
N 19TH ST	ASH LN	LAKE TRAFFORD RD	0.0864	C	0	0	1	0	1	0	0	2
N 19TH ST	HICKOCK LN	GRANT AVE	0.0486	C	0	0	1	0	0	0	0	1
N 19TH ST	GRANT AVE	LEED AVE	0.0484	C	0	0	1	0	0	0	0	1
N 19TH ST	8TH AVE	B AVE	0.0756	C	0	0	0	0	0	0	0	0
N 19TH ST	CREWS CT	C AVE	0.0384	C	0	0	0	0	0	0	0	0
N 19TH ST	B AVE	CREWS CT	0.0159	C	0	0	0	0	0	0	0	0
N 19TH ST	ROBERTS AVE W		0.0537	C	0	0	0	0	0	0	0	0
N 19TH ST	C AVE	ASH LN	0.0426	C	0	0	0	0	0	0	0	0
N 19TH ST	IMMOKALEE DR		0.2138	C	0	0	0	0	0	0	0	0
N 19TH TER	LEED AVE	SHERMAN AVE	0.0512	C	0	0	0	0	0	0	0	0
N 20TH CT	ROBERTS AVE W		0.0873	N/A	0	0	0	0	0	0	0	0
N 29TH ST	LAKE TRAFFORD RD	IMMOKALEE DR	0.2796	N/A	0	0	1	0	1	0	0	2
N 3RD ST	2ND AVE	ROBERTS AVE	0.1279	C	0	1	0	1	0	0	0	2
N 4TH ST	2ND AVE	ROBERTS AVE	0.1275	C	0	1	0	1	0	0	0	2
N 5TH ST	2ND AVE	ROBERTS AVE	0.1280	C	0	1	0	1	0	0	0	2
N 6TH ST	2ND AVE	ROBERTS AVE	0.1278	C	0	1	0	1	0	0	0	2
N 7TH ST	2ND AVE	ROBERTS AVE	0.1282	C	0	1	0	1	0	0	0	2
N 8TH ST	2ND AVE	ROBERTS AVE	0.1276	C	0	1	0	1	0	0	0	2
NASSAU ST	LEE ST	MONROE ST	0.1751	D	0	0	0	1	0	0	0	1
NASSAU ST	MONROE ST	JEFFERSON AVE W	0.0703	D	0	0	0	0	0	0	0	0
NEW HARVEST RD	SR 29	SR 29	0.3477	D	0	0	1	1	1	0	-1	2
OAKHAVEN CIR	BOSTON AVE	OAKHAVEN CIR	0.0322	D	0	1	0	1	0	0	0	2
OAKHAVEN CIR	OAKHAVEN CIR	OAKHAVEN CIR	0.2934	D	0	0	0	1	0	0	0	1
ORANGE ST	EDEN AVE		0.1225	D	0	0	0	0	0	0	0	0
ORANGE ST		EDEN AVE	0.1240	D	0	0	0	0	0	0	0	0
ORCHID AVE	LAKE TRAFFORD RD	N 11TH ST	0.2096	C	0	1	0	0	1	0	0	2
PALM AVE	LAUREL ST	PINE CT	0.0504	C	0	0	0	1	0	0	0	1
PALM AVE	PINE CT	PINE ST	0.0116	C	0	0	0	1	0	0	0	1

TIER 3												
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PALM AVE	PINE ST	N 18TH ST	0.0858	C	0	0	0	1	0	0	0	1
PALM RIDGE DR	S 5TH ST	GLENWOOD ST	0.2336	D	0	0	0	0	0	0	0	0
PALMETTO AVE	S 5TH ST	MAPLE DR	0.0838	D	0	0	1	0	0	0	0	1
PALMETTO AVE	MAPLE DR	S 9TH ST	0.1690	D	0	0	0	1	0	0	0	1
PAPAYA ST	EDEN AVE		0.0603	D	0	0	0	0	0	0	0	0
PEACH ST	EDEN AVE		0.1218	D	0	0	0	0	0	0	0	0
PEACH ST	SANDERS PINE CIR	EDEN AVE	0.1324	D	0	0	0	0	0	0	0	0
PEAR ST	EDEN AVE		0.1225	D	0	0	0	0	0	0	0	0
PEAR ST	EDEN AVE		0.1225	D	0	0	0	0	0	0	0	0
PEPPER RD	LAKE TRAFFORD RD	LEMON TREE DR	0.3813	F	0	0	0	1	1	0	0	2
PEPPER RD	LEMON TREE DR	TRAFFORD OAKS RD	0.5769	F	0	0	0	0	0	0	0	0
PERCH PL	TAYLOR TER	TIPPINS TER	0.1641	D	0	0	1	0	0	0	0	1
PHYLLIS LN	RINGO LN	WARDEN LN	0.0613	D	0	0	0	0	0	0	0	0
PIPER LN	S 7TH ST		0.0980	D	0	1	0	1	0	0	0	2
PLUM ST	EDEN AVE		0.1231	C	0	0	0	0	0	0	0	0
PLUM ST	EDEN AVE		0.1216	C	0	0	0	0	0	0	0	0
POINSETTIA ST	IMMOKALEE DR	SANTA ROSA AVE	0.1575	C	0	0	0	0	0	0	0	0
PRICE AVE		SCHOOL DR	0.1446	D	0	0	0	1	0	0	0	1
QUAIL ROOST RD	TAYLOR TER	TIPPINS TER	0.1614	C	0	0	1	0	0	0	0	1
RAULERSON RD	BRYANT ST	LAKE TRAFFORD RD	0.2564	D	0	0	1	0	1	0	0	2
RINGO LN	PHYLLIS LN	LAKE TRAFFORD RD	0.0621	D	0	0	1	0	1	0	0	2
RINGO LN	PHYLLIS LN	BRYANT ST	0.1589	D	0	0	0	0	0	0	0	0
ROBERTS AVE W	N 15TH ST	SEMINOLE ST	0.0927	C	0	0	1	0	1	0	0	2
ROBERTS AVE W	N 19TH ST	N 20TH CT	0.0581	D	0	0	0	0	0	0	0	0
ROBERTS AVE W	N 20TH CT	N 20TH CT	0.0381	D	0	0	0	0	0	0	0	0
ROBERTS AVE W	N 18TH ST	N 19TH ST	0.0607	D	0	0	0	0	0	0	0	0
ROBERTS AVE W	SEMINOLE ST	N 18TH ST	0.1622	C	0	0	0	0	0	0	0	0
S 2ND ST	BOSTON AVE	W MAIN ST	0.1256	D	0	0	0	1	0	0	0	1
S 2ND ST	COLORADO AVE	W DELAWARE AVE	0.1259	D	0	0	0	1	0	0	0	1
S 2ND ST	W DELAWARE AVE	EUSTIS AVE	0.1258	D	0	0	0	1	0	0	0	1
S 3RD ST	BOSTON AVE	ROBERTO LN	0.1259	D	0	1	0	1	0	0	0	2
S 3RD ST	COLORADO AVE	W DELAWARE AVE	0.1260	D	0	0	0	1	0	0	0	1
S 3RD ST	W DELAWARE AVE	EUSTIS AVE	0.1254	D	0	0	0	1	0	0	0	1
S 3RD ST	ROBERTO LN	WHEELER LN	0.1259	D	0	0	0	1	0	0	0	1
S 3RD ST	JENNY LN	COLORADO AVE	0.1259	D	0	0	0	1	0	0	0	1
S 3RD ST	WHEELER LN	JENNY LN	0.1259	D	0	0	0	1	0	0	0	1
S 4TH ST	COLORADO AVE	W DELAWARE AVE	0.1255	D	0	0	1	0	0	0	0	1
S 5TH ST	DOAK AVE	STOKES AVE	0.1102	C	0	0	1	0	0	0	0	1
S 5TH ST	STOKES AVE	BETHUNE RD	0.1637	C	0	0	1	0	0	0	0	1
S 5TH ST	BETHUNE RD	HOPE CIR	0.1312	C	0	0	1	0	0	0	0	1
S 5TH ST	HOPE CIR	HOPE CIR	0.0864	C	0	0	1	0	0	0	0	1
S 5TH ST	HOPE CIR	PALM RIDGE DR	0.0605	C	0	0	1	0	0	0	0	1
S 5TH ST	W DELAWARE AVE	EUSTIS AVE	0.1253	C	0	0	1	0	0	0	0	1
S 5TH ST	CARVER ST	PALMETTO AVE	0.0176	C	0	0	1	0	0	0	0	1
S 5TH ST	CARVER ST	DOAK AVE	0.1265	C	0	0	1	0	0	0	0	1
S 5TH ST	EUSTIS AVE	PALMETTO AVE	0.0750	C	0	0	1	0	0	0	0	1
S 5TH ST	PALM RIDGE DR	BREEZWOOD DR	0.0534	C	0	0	0	0	0	0	0	0
S 5TH ST	BREEZWOOD DR	ARDEN AVE	0.0992	C	0	0	0	0	0	0	0	0
S 6TH ST	COLORADO AVE	W DELAWARE AVE	0.1260	D	0	0	1	0	0	0	0	1
S 8TH ST		DOAK AVE	0.1135	C	0	0	0	1	0	0	0	1
S 9TH ST	EUSTIS AVE	PALMETTO AVE	0.0753	C	0	1	0	1	0	0	0	2

TIER 3												
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S 9TH ST	PALMETTO AVE	DOAK AVE	0.1459	C	0	0	0	1	0	0	0	1
SANTA ROSA AVE	POINSETTIA ST	N 15TH ST	0.1302	D	0	0	1	0	1	0	0	2
SANTA ROSA AVE	N 11TH ST	GLADIOLA ST	0.0596	D	0	0	0	0	0	0	0	0
SANTA ROSA AVE	GLADIOLA ST	POINSETTIA ST	0.0603	D	0	0	0	0	0	0	0	0
SCHOOL DR	E DELAWARE AVE	E DELAWARE AVE	0.0290	D	0	0	1	1	0	0	0	2
SCHOOL DR	E DEAWARE AVE	EUSTIS AVE E	0.1267	D	0	0	1	1	0	0	0	2
SCHOOL DR	PRICE AVE	E DELAWARE AVE	0.0474	D	0	0	1	1	0	0	0	2
SCHOOL DR	PRICE AVE	ROSE AVE	0.0454	D	0	0	0	1	0	0	0	1
SHERMAN AVE	LEED AVE	N 18TH TER	0.0970	C	0	0	0	0	0	0	0	0
STOCKADE RD	S 1ST ST	LENA FRANK DR	0.1785	D	0	0	1	0	1	0	0	2
STOCKADE RD	LENA FRANK DR	SGT JOE JONES RD	0.2159	D	0	0	0	0	0	0	0	0
STOCKADE RD	JOHN JIMMIE RD	KAWAAYCHOBEE TRL	0.2427	D	0	0	0	0	0	0	0	0
STOKES AVE	S 5TH ST		0.1235	D	0	0	1	0	0	0	0	1
TANGERINE ST	EDEN AVE		0.1209	C	0	0	0	0	0	0	0	0
TANGERINE ST	SANDERS PINE CIR	EDEN AVE	0.1329	C	0	0	0	0	0	0	0	0
TAYLOR ST	ALAMO DR	IMMOKALEE DR	0.0714	C	0	0	0	0	0	0	0	0
TAYLOR ST	WILKINSON LN	ALAMO DR	0.0226	C	0	0	0	0	0	0	0	0
TAYLOR ST	TUCKAHOE DR	WILKINSON LN	0.0708	C	0	0	0	0	0	0	0	0
TAYLOR ST		TUCKAHOE DR	0.0139	C	0	0	0	0	0	0	0	0
TAYLOR TER	PERCH PL	LAKE TRAFFORD RD	0.0611	D	0	0	1	0	1	0	0	2
TAYLOR TER	DEER RUN RD	MIRAHAM DR	0.0486	D	0	0	1	0	0	0	0	1
TAYLOR TER	PERCH PL	BASS RD	0.0580	D	0	0	1	0	0	0	0	1
TAYLOR TER	QUAIL ROOST RD	PERCH PL	0.0590	D	0	0	1	0	0	0	0	1
TAYLOR TER	MIRAHAM DR	QUAIL ROOST RD	0.0097	D	0	0	1	0	0	0	0	1
TAYLOR TER		TAYLOR RD	0.0473	D	0	0	0	0	0	0	0	0
TAYLOR TER	TAYLOR RD N	WINSTON RD	0.1668	D	0	0	0	0	0	0	0	0
TAYLOR TER	TAYLOR RD S	TAYLOR RD N	0.0726	D	0	0	0	0	0	0	0	0
TAYLOR TER	WINSTON RD	DEER RUN RD	0.0349	D	0	0	0	0	0	0	0	0
TIPPINS TER	BASS RD	LAKE TRAFFORD RD	0.0622	D	0	0	0	0	1	0	0	1
TIPPINS TER	DEER RUN RD	QUAIL ROOST RD	0.0761	D	0	0	0	0	0	0	0	0
TIPPINS TER	PERCH PL	BASS RD	0.0769	D	0	0	0	0	0	0	0	0
TIPPINS TER	QUAIL ROOST RD	PERCH PL	0.0555	D	0	0	0	0	0	0	0	0
TYLER AVE	N 11TH ST		0.0890	D	0	1	0	0	0	0	0	1
W MAIN ST	N 15TH ST/INDIAN CAMP	BROWN WAY	0.2780	C	0	0	1	0	1	0	0	2
WARDEN LN	PHYLIS LN	LAKE TRAFFORD RD	0.2225	C	0	0	1	0	1	0	0	2
WASHINGTON AVE	DADE ST	ESCAMBIA ST	0.1123	D	0	1	0	1	0	0	0	2
WASHINGTON AVE	GLADES ST	N 9TH ST	0.1139	D	0	1	0	1	0	0	0	2
WASHINGTON AVE	FLAGLER ST	GLADES ST	0.1064	D	0	1	0	1	0	0	0	2
WASHINGTON AVE	ESCAMBIA ST	FLAGGER ST	0.1102	D	0	1	0	1	0	0	0	2
WELLS ST		IMMOKALEE DR	0.2512	D	0	0	0	0	0	0	0	0
WHITE WAY	W MAIN ST		0.2110	D	0	0	0	0	1	0	0	1
WILKINSON LN	TAYLOR ST		0.0941	N/A	0	0	0	0	0	0	0	0
WILTON CT		CARSON RD	0.0939	C	0	0	1	0	1	0	0	2

TIER ONE, TWO & THREE PRIORITIES

Immokalee Walkable Community Study



GENERAL NOTES

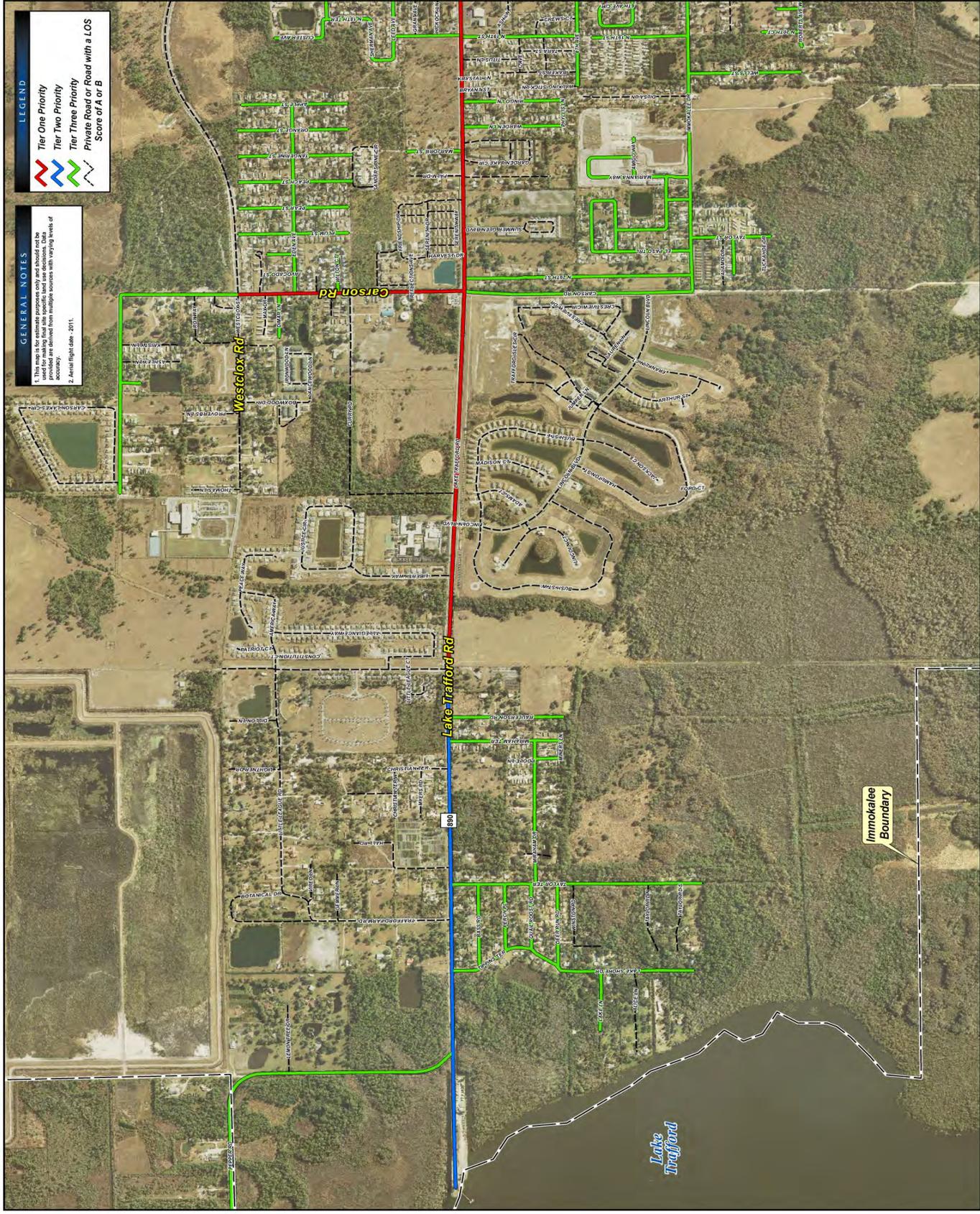
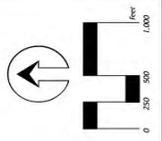
1. This map is for estimate purposes only and should not be used for final design. The data used in this map was provided and derived from multiple sources with varying levels of accuracy.

2. Aerial flight date - 2008.

LEGEND

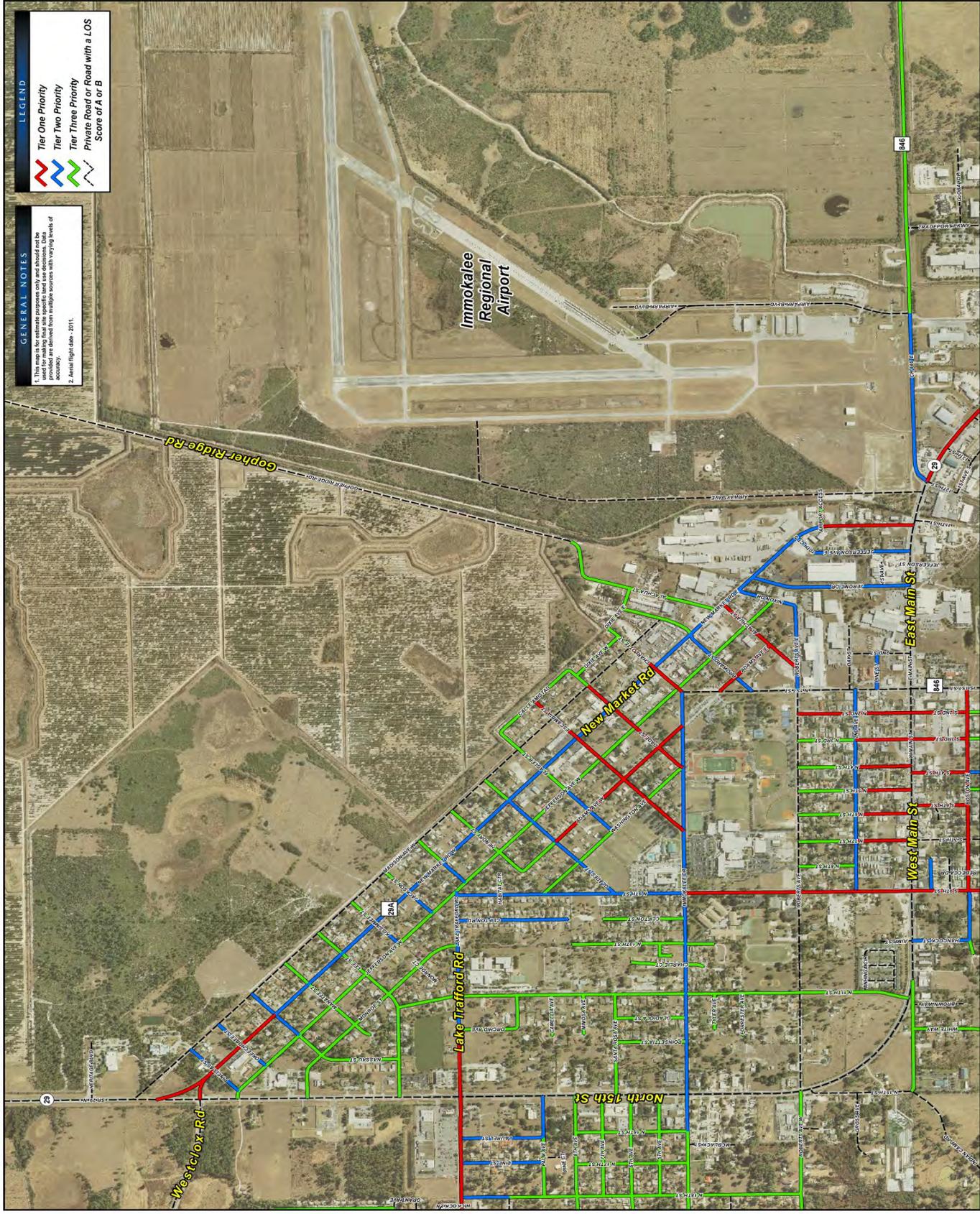
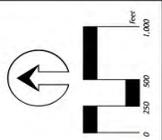
	Tier One Priority
	Tier Two Priority
	Tier Three Priority
	Private Road or Road with a LOS Score of A or B
	Immokalee Boundary

TIER ONE, TWO & THREE PRIORITIES Immokalee Walkable Community Study

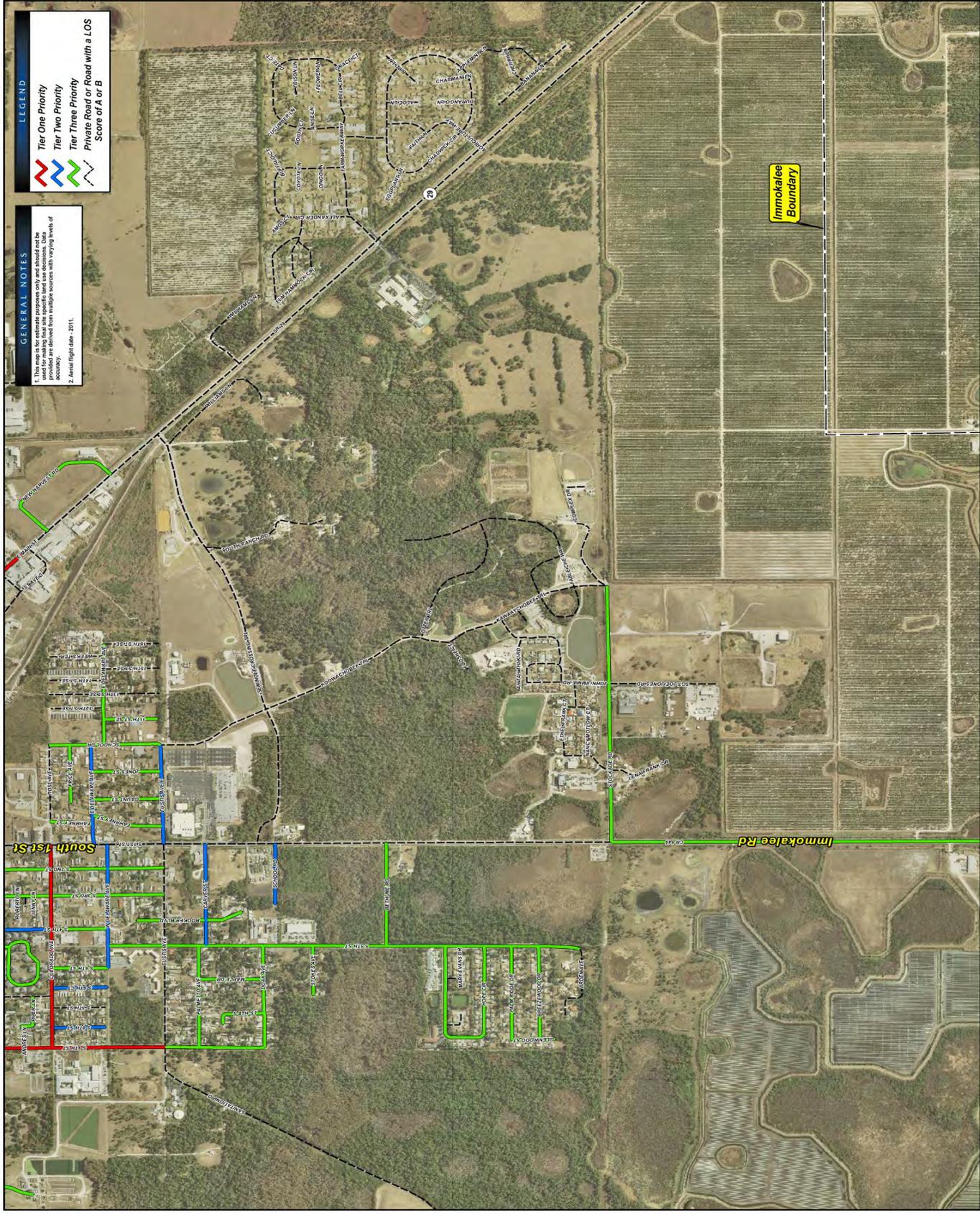
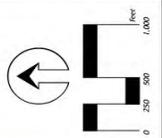


TIER ONE, TWO & THREE PRIORITIES

Immokalee Walkable Community Study



TIER ONE, TWO & THREE PRIORITIES Immokalee Walkable Community Study



LEGEND

- Tier One Priority (Red line)
- Tier Two Priority (Blue line)
- Tier Three Priority (Green line)
- Private Road or Road with a LOS Score of A or B (Dashed black line)

GENERAL NOTES

- This map is for estimate purposes only and should not be used for making final site specific land use decisions. Data were derived from multiple sources with varying levels of accuracy.
- Aerial flight date - 2011.

General Recommendations

- The Collier MPO should update and maintain the Immokalee Walkable Community Plan on an as needed basis. The MPO should coordinate with the CRA and MSTU to ensure that their priorities are adequately reflected in the project rankings. As an extension of this study, the MPO, through its PAC, should establish performance measures or metrics to periodically evaluate walkability conditions in Immokalee.
- As part of updating their land development code overlays, the CRA should ensure that private development provides enhanced pedestrian and bicycle facilities, parking and amenities within their projects.
- The MPO should collaborate with the CRA and MSTU regarding proposed bicycle, pedestrian and landscaping improvements along Main Street.
- The MPO should collaborate with the CRA and MSTU regarding the implementation of the master Drainage Plan in Immokalee.
- The MPO should coordinate with the CRA, MSTU, Collier Area Transportation (CAT), Collier County Government, law enforcement and schools to establish education campaigns regarding bicycle and pedestrian safety. Which may include:
 - a. Review, evaluate and report on bicycle and pedestrian safety statistic, conditions and policies.
 - b. Provide recommendations to improve safety conditions, including education, signage, signalization, facility design, intersection design, maintenance, and innovative technologies such as “In Pavement Warning Lights” and “HAWK” signals.
 - c. Investigate the application of traffic calming measures, the reduction of speed limits, and “road diets” within the county.
 - d. Assist with Safe Routes to School programs.
 - e. Coordinate safety education and training activities and programs.
 - f. Investigate high crash areas and develop improvement projects aimed at improving safety conditions.
- The MPO, the CRA, MSTU and CAT should work together to ensure appropriate access to transit routes, transfer stations, and individual bus stops in Immokalee. Bus stops should be encouraged to provide a pleasant environment for users including shelters, landscaping and lighting. Facilities should meet ADA requirements and should be designed to minimize conflict with bicycle and pedestrian facilities. Bike racks and/or parking should be considered at bus stops and transfer stations.