Background
The specific area that was observed during this audit was Airport Pulling Road between Davis and Glades, once named Airport Road.

Population Demographics
The Naples area has a population of about 22,000 as of 2017. The population consists of about 53 percent females and 47 percent males. The majority of races and ethnicities in Naples consists of about 94 percent White, 4.5 percent African American, 4.1 percent Hispanic or Latino, and .56 of other, such as Asian and American Indian. There are over 10,000 households with an average household of 2 people and the median household income is $84,830. About 12 percent of people in Naples do not have health insurance and 5.8 percent are accounted for as having some type of disability. The estimated travel time to go to work for most residents in Naples is almost 19 minutes, this includes wait times for the bus, carpooling, or other transportation modes (U.S. Census Bureau QuickFacts: Naples city, Florida.)

Education & Community Amenities
Seacrest Country Day School is an elementary school located 2.8 miles from the Walgreens on Airport Pulling Road and Davis. East Naples Middle School is 0.9 miles and Beacon High is 0.4 miles from the same location. The closest grocery store is a Bravo Supermarket, which is 0.9 miles calculating to about a 22 minute walk from the Walgreens on the corner of Davis and Airport Pulling Road. The other supermarket that is the closest is a Publix, which is 1.2 miles away and about a 25 minute walk as well from the same location. On Airport Pulling Road between Glades and Davis there is a home depot, coffee shop, tattoo shop, and a few bars and restaurants. There is also a plaza with a nail salon, cell phone store, hardware store, barber shop, and a liquor store.
The most convenient pharmacy in this area was the Walgreens located on the corner of Davis and Airport Pulling Road. The St. Matthew’s House, which is a local shelter located on the corner of Glades and Airport Pulling Road. They provide 104 beds to men, women, and children in need and transitional housing for those in recovery from alcohol and drugs. There is limited green space in this area that consists of a pond like structure by the St. Matthews House. There were no benches to sit on but trees in the area gave some shade.

![Image of pharmacy and pond](image.jpg)

**Procedures Taken To Complete Audits**

This group went out to the audit location on following days and time:

- May 29th from about 3:00 PM to 6:00 PM
- June 3rd from 11:00 AM to 1:00 PM
- June 4th from 8:00 AM to 8:20 AM
- June 8th from 5:00 PM to 5:20 PM

We completed our audits by bringing with us a measuring tape, pens, and our phones to take photographs and videos of the area with. We walked across the street in our small group observing and writing down the state of the sidewalks and noting how traffic was moving in the area. We recorded a few videos of us crossing the street and took pictures of everything we found worthy to capture evidence of. Many of our group members noticed how unsafe it felt and how fast cars moved with no close attention to them as pedestrians.

**Audit Summaries**

**Audit 1:**

The area observed could use some improvements to better the lives of those walking in this vicinity. Our group agreed that slower traffic would decrease the likelihood of fatal accidents with other cars and pedestrians. Better, wider, and more crosswalks all together would
increase safe foot traffic on this street. The utility poles on this street decreased the amount of space there was to walk as a group when observing this area. The crosswalks were lacking signage, paint and pronounced bumps to aid the disabled. A barrier improvement between the sidewalk and roadway is also needed for a safer environment for people to walk and ride their bikes. This area could also use some welcoming environmental barriers such as more shady areas from trees and benches to sit on for the prevalent foot and bicycle traffic in the area.

**Audit 2:**

Audit number two refers to “who travels in this area” specifically referring to an intersection our group was assigned. The intersection chosen resides in between Airport Pulling Rd and Davis Blvd. This intersection indeed is classified as hectic and even overwhelming to the public eye. As mentioned earlier, we believe there are a multitude of changes that could be made in order to transition this intersection towards a more safety-oriented pathway.

To begin with, various data points on Monday, June 4th from 8:00 AM - 8:20 AM were recorded to help identify who actually travels through this area, safely or not. At this period of time, right before the work day on a gloomy Monday morning, there was very little activity throughout pedestrian-wise. Data recorded lays as such:

- People walking at average speed: One
- People with children or strollers: Zero
- People crossing against the signal: Four
- People crossing with no crosswalk: Zero
- People using canes, wheelchairs, or walkers: Zero
- People on Bicycles: Five
- People using public transit: Two
From this gathered data, one can assume that due to the time of day, the pedestrian totals may have been lackluster. Although this may be the case, distinctions can be made such as there seems to be a tendency for pedestrians to cross against the signal, hence whenever there is an open chance to make a run for it. There was a frenzy of traffic, which helps provide the hectic, overwhelming feeling towards a heavily populated intersection. Another key factor that had been noticed refers to the time constraints of the traffic signals. Each signal displaying that a pedestrian may cross took an extravagant amount of time in our own opinions. One can be waiting to cross this intersection for up to ninety seconds.

In addition to the data recorded on June 4th, another date in which similar aspects of pedestrian crossings occurred refers to Friday, June 8th. The time allotted ran from 5:00 PM through 5:20 PM. This time was chosen because the after-work frenzy would help provide a better representation of the pedestrian crossing factors that occur within this intersection. The data recorded lays as such:

- People walking at average speed: Six
- People with children or strollers: Two
- People crossing against the signal: Seven
- People crossing with no crosswalk: Zero
- People using canes, wheelchairs, or walkers: One
- People on Bicycles: Nine
- People using public transit: One
In summation, the second trial of recording data displayed a more thorough output of pedestrian crossing aspects. People on bicycles, walking at an average speed, and crossing against the signal all exceeded the amounts recorded from the prior date. The after-work time period from 5:00 PM and so on entails much more diversity in ways people may cross hectic intersections. It came to our surprise that there were forms of public transportation being used, as this is a rarity here in Southwest Florida. Although these recordings were only obtained within twenty minute time periods, distinctive numerical values have resulted in increased awareness of safety of such intersections. Our group truly believes there is a variety of ways that the intersection of Airport Pulling and Davis Roads can be improved for safety and satisfactory purposes.

Audit 3: Intersections
Two audits were conducted in order to assess strengths and weaknesses and compare between the intersections of Davis Blvd and Airport Pulling Road (1) and Glades Blvd and Airport Pulling Road (2). At Davis Blvd., the traffic signal takes 67 seconds from the time a pedestrian pushes the button until it allows pedestrian crossing. At Glades Blvd., it takes 127 seconds from the moment a pedestrian pushes the crossing button until one is given the pedestrian crossing. This second intersection is much smaller and easier to cross than at Davis Blvd., so it doesn’t make much sense to have to wait so long for pedestrians to have the right to cross safely, especially since it has such a large amount of foot traffic to/from St. Matthew’s House and the restaurant across the street (Alice Sweetwater’s Bar & Grill).
At both intersections the traffic signal digitally displays a countdown of 30 seconds (31 seconds at Davis Blvd.) for pedestrians to cross safely before the light turns green again. This seems like an ample amount of time to be able to cross Glades Blvd since it is somewhat narrow, but it poses a safety risk at the intersection of Davis Blvd. for the elderly who may walk slower, the disabled traveling in wheelchairs and for those who are pushing a stroller as it is 7-8 wide lanes and takes longer to cross even if you are a healthy adult walking at a steady pace.
At both intersections, the pedestrian crosswalks consist of two solid white lines with no coloring or markings inside where foot traffic flows through. Making these crosswalks have more patterns inside or have thicker white solid lines might make them stand out more and enhance safety for pedestrians. There are no roadside signs or markings on the roadway before arriving at either intersection to tell drivers that a pedestrian crossing is ahead except for one very small black sign with thin, white digital letters that reads “yield to peds” hanging at the light post of the intersection at Davis Blvd and Airport Pulling Rd. However, the fact that the crosswalks are located a couple of feet in front of where vehicles stop for red lights make this safer to cross as it is not as likely that vehicles will pull way up and stop on the crosswalk during a red light, thus preventing the obstruction of foot traffic. At Glades Blvd, it would be beneficial to place a crosswalk going from Alice Sweetwater Restaurant leading directly across the street to St. Matthew’s house so that pedestrians don’t have to cross twice in an L shape in order to get there. This would also reduce jaywalking which I noticed a man doing to cut from the light/pedestrian crosswalk diagonally towards St. Matthew’s House.

One of the most striking realizations were the curb ramps. At Davis Blvd. the curb ramps open up towards one crossing and then they’re raised at another crossing so someone in a wheelchair
or with a stroller has to walk around towards oncoming traffic to get on the sidewalk or else you would physically have to step up onto the sidewalk. The curb ramps here also had no textured surfaces for the blind and no change in color for safety. Fortunately, the curb ramps were properly constructed at the intersection of Glades Blvd.

There is a reason why we have such a high rate of pedestrian fatalities after what was witnessed in the intersection of Glades Blvd. While the traffic light was red, and pedestrians currently had the right of way to cross as displayed on the timer, two women (one of them pregnant) began to cross the road towards St. Matthew’s House. They waited patiently until they had the right to cross and stayed within the crosswalk as most pedestrians were doing this day, but once they were halfway through crossing the intersection an SUV pulled up and stopped on the lane to turn left while sitting their entire car completely over the pedestrian crossing. The two women came to a sudden halt and the driver finally noticed them right next to his car and moved his car even farther forward, almost crossing onto traffic coming directly from the left and the two ladies were able to finish crossing. While at Davis Blvd. no incidents like this happened, but very often when the light was red, vehicles would pull up to the intersection to turn right and often wouldn’t look both ways for pedestrians who may possibly in the crosswalk and they wouldn’t make a complete stop at the red light before turning right. Due to these reasons, it did not feel safe to
cross either intersection.

To touch on a last few points, among some other observations that were made, one was the disregard of the speed limit as during the entire audit vehicles were exceeding the speed limit and trying to beat the red light in order to avoid stopping at the intersection. This was noted at both intersections, but it seemed worse at the larger intersection of Davis Blvd., and Airport Pulling Road. When the traffic light turned yellow, cars would speed up and many times would still speed past the intersection after it had turned red. The median at both intersections was very narrow which initially was perceived as a downfall, but later was thought to be a good thing as it avoided the possibility of an even wider intersection for pedestrians to have to cross.

Audit 4:

According to the U.S Department of Transportation, annually, around 4,500 pedestrians are killed in traffic crashes with motor vehicles in the United States. Pedestrians killed while walking along the roadway on the sidewalks account for almost 8 percent of these deaths (Safe Roads for a Safer Future, 2016). In order to prevent and reduce fatalities, sidewalks should have a minimum of 4 feet stabilized or paved surface along both sides of rural highways. In the area of Airport Pulling Road between Davis and Glades Blvd the width of the sidewalk was measured as 5 feet, wide enough for two people to walk side by side.

In the audit conducted, we did not see missing sections of the sidewalks, however we did notice that there were cracks along the sidewalks. The buffer between the sidewalk and the curb was measured at the minimum width required of 3 feet. Some sections of the sidewalks were blocked by utility poles, reducing the space to walk. There were light poles along the sidewalks, however, it is not guaranteed that they all work at night providing and adequate level of
illumination during a night walk. Even though there were couple trees and bushes along the sidewalks, these did not provide enough shade. There was one bus shelter with benches, right next to it there were trash cans but not recycle cans. There was also a bicycle rack for people to leave their bicycles parked, however, this rack was not wide enough and people had to secure their bikes to the trees. There was not a bike lane, therefore walkers and bicyclists had to share the same space. One positive aspect of this area was the water pond behind the bus stop. Even though there were no benches to sit around it, the pond provided a pleasant view for pedestrians and bus riders.

Audit 5:
The small area that was observed provided much resources to the community but within a busy area. There were all walks of life including children walking from school and the residents living at the St. Matthews House. The area seemed to have adequate community resources that are needed by society but some were not as accessible as others. The walking distance to the closest grocery stores was less than favorable, but the convenience of a pharmacy as well as retail, restaurants, and other stores were more accessible. The area had three schools that were all fairly close to each other, but thought it did not provide a safe enough area for the children walking to and from school. There were no crossing guards present. Trash cans were minimal along with non-existent recyclable bins. There was plenty of trash in the area, such as plastic, metal, broken glass, and cigarette butts. One positive attribute this area offers is plenty of law enforcement. At every intersection and traffic light there seemed to be a patrol car. There is a more probable decrease in the chance of an accident, speeding, or other crimes in the area due to the “eyes” on the road. There was plenty of other people in the area especially around the St. Matthews house that could also contribute to a safer area.

An Additional Proposed Solution
On the corner of Airport Pulling Rd S and Glades Blvd, there is a small lake-like structure surrounded by lush trees. We would like to propose a possible small renovation of this area that would include: cleaning up the pond, adding benches, and encouraging a cleaner environment by providing a few more trash cans and recycling bins. Open green space is an important factor in keeping the overall good-feeling of the city at a high. If more people had access to a beautiful green space to walk around and enjoy some natural shading and the sight of a few ducks, people could be just a little happier. This location has a lot of potential since it is located right next to the Saint Matthew’s House, where a lot of foot traffic takes place. This location is also right behind a bus stop, so it could become a great place to enjoy some nature when waiting for a bus. This location would also benefit from a few more benches to allow people to comfortably sit around the pond and feel the coolness of the shade that the trees provide. We would also like to see a few more trash cans and recycling bins, as the pond at this location was full of garbage and looked completely polluted. This area could be improved for the better of the area with a simple clean-up event where locals came together to clean the lake to
make it a better environment for native flora and fauna to live in. In addition, it would be nice to see the planting of native flora species to create a more beautiful green space that would encourage locals to garner a deeper appreciation and sense of place for the city they live in.

References


