AGENDA
BPAC

Bicycle Pedestrian Advisory Committee
Collier County Growth Management Department
Conference Rooms 609/610
2800 North Horseshoe Drive
Naples, FL 34104
October 16, 2018
9:00 a.m.

1. **Call to Order**

2. **Roll Call**

3. **Approval of Agenda**

4. **Approval of the August 21. 2018 Meeting Minutes**

5. **Open to the Public for Comment on Items not on the Agenda**

6. **Agency Updates**

   A. FDOT
   B. MPO
   C. Collier County
   D. City of Naples
   E. City of Marco Island

7. **Committee Action**

   None

8. **Reports & Presentations (May Require Committee Action)**

   A. Update and Discussion on Draft Bicycle and Pedestrian Master Plan – Comments and Revisions

9. **Member Comments**

10. **Distribution Items**

    None

Next Meeting Date

   November 20, 2018 – 9:00 a.m. – Collier County Growth Management Department Conference Rooms 609/610

11. **Adjournment**

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE
of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Growth Management Division
Conference Rooms 609 & 610
2800 North Horseshoe Drive
Naples, FL 34104
9:00 a.m.

August 21, 2018 Meeting Minutes

1. Call to Order

Mr. Bonness called the meeting to order at 9:16 a.m.

2. Roll Call

Mr. Ortman called the roll and confirmed that a quorum was present.

Members Present
Joe Bonness, At-Large
Alan Musico, At-Large
Dayna Fendrick, At-Large
Victor Ordija, At-Large
Andrea Halman, At-Large
Reginald Wilson, At-Large

Members Absent
Joe Admas, At-Large
Dr. Mort Friedman, At-Large
Jane Cheffy, At-Large
Anthony Matoni, At-Large

MPO Staff
Eric Ortman, MPO Senior Planner
Karen Intriago, MPO Admin. Assistant

Others Present
David Agacinski, FDOT
Lorraine Lantz, CC Transportation Planning
Jennifer Barlett, Tindale Oliver
Wally Blain, Tindale Oliver
David Ogilvie, CC Public Schools
Jessica Ayers-Crane, Blue Zones
Patty Huff, Citizen
Omar DeLeon, Collier Area Transit (CAT)
Michelle Avola, Naples Pathways Coalition
Patricia Spencer, Golden Gate Civic Association

3. Approval of Agenda

Mr. Ordija: **I move to approve the agenda.**

Ms. Halman: **I second the motion.**

THE MOTION CARRIED UNANIMOUSLY.

4.   Approval of the April 17, 2018 Meeting Minutes

Mr. Bonness stated that on page six, "4-inch macadam" needed to be changed to "4-foot macadam". Mr. Ortman stated that he would make the correction and forward the revised minutes to committee members.

Ms. Fendrick: **I move to approve the minutes.**

Ms. Ordija: **I second the motion.**

THE MOTION CARRIED UNANIMOUSLY.

5.   Open to the Public for Comment on Items not on the Agenda

None.

6.   Agency Updates

          A. FDOT

Mr. Agacinski stated that FDOT is currently working on a PD&E study on State Road 29 from Oil Well Road to State Road 82. He was asked to review the bicycle and pedestrian comments for this study. He was able to provide feedback regarding connectivity to destinations and filling in gaps. There will also be a combination of sidewalks, bike lanes and shared use lanes. The study is set to be completed in March of 2019.

Mr. Agacinski informed the committee that the Southwest Area Office (SWAO) in Fort Myers now has their own Project Management team. The team will be responsible for all the southern counites which will provide a local Department resource instead of needing to use Bartow.

          B. MPO

Mr. Ortman stated that the Golden Gate Walkability Study item had been removed from the committees' agenda based on a staff recommendation that additional work was needed. The MPO staff is working in-house to complete the project which will be brought back to the committee at a subsequent meeting.

Mr. Ortman introduced Karen Intriago as the new MPO Administrative Assistant.

          C. Collier County

Ms. Lantz stated that the county is still waiting for the final award decision on the Shadowlawn Elementary Safe Routes to School application they submitted. The County requested $800,000 to cover drainage, sidewalk, and intersection treatments.

          D. City of Naples

          E. City of Marco Island

No updates were provided from the City of Naples or the City of Marco Island.

7.   **Committee Action**

None.

8.   **Reports and Presentations (May Require Committee Action)**

     A. Draft Bicycle & Pedestrian Master Plan

Mr. Ortman stated that the material in the first five chapters has been presented to the committee in other formats and items have been discussed previously but that this is the first time that the committee has seen the actual document. Mr. Ortman stated that the draft was developed based on safety, Environmental Justice, public and committee comments, and socio-economic and bicycle and pedestrian crash data

Ms. Bartlett made a Power Point presentation to the committee which will be posted on the MPO website. Ms. Barlett stated that the goal is to have the plan approved at the October 12th Board meeting but that there is room for fluidity. Main points of the presentation included:

- More than 600 public comment were received
- Needs based plan will focus on safety, connectivity and equity or environmental justice (EJ)
- Bicycle and pedestrian crashes occur primarily on the arterials and collectors
- EJ areas were identified at the Census Block Group level and by the number of EJ factors met
- Areas with EJ factors greater than 10 percent above the County average were listed as EJ
- The plan will make recommendations to improve the process of coordination with the county to include bike and pedestrian facilities in resurfacing projects
- Data will be checked to confirm stated percentages
- Plan seeks to identify potential additional funding sources and opportunities without prescribing how dollars should be spent outside of treating safety and environmental justice as the highest priorities
- Education is an important tool for bicyclists, pedestrians and motorists
- Needs were grouped into different groups: high crash areas, gaps on arterials and collectors, local road priorities, and greenway connectivity opportunities
- Develop a summary document – 3 maps: Collector and Arterial Pedestrian, Collector and Arterial Bicycle, and Local
- Plan is identifying greatest needs based on environmental justice and crash data. Plan could be used in place of call for projects, while still allowing jurisdictions flexibility in adding other projects.
- Allocating funds for recommendations from Road Safety Audits

There was a discussion over the bicycle and pedestrian inventory map being used on the first page of chapter one with committee members pointing out some errors in the map. Mr. Ortman stated that this was the latest iteration of the map that the committee had been working on; and that the MPO was continuing to take comments/corrections to the map which would be incorporated into the map's next iteration. Mr. Ortman stated that the MPO is working with the Naples Pathway Coalition on an updated map; and asked that if there were specific comments on this map update, committee members should let the MPO.

Ms. Huff stated that she did not understand why the Census lists Everglades City as zero percent of its population with no vehicle when part of the community is immigrant workers who don't have a

vehicle. Ms. Bartlett stated that she would check the data to verify the correct number. Ms. Bartlett stated that the Census is self-reporting data and its accuracy is dependent on people completing the census.

Mr. Musico asked how sidewalks that straddled the one-mile boundary from schools would be counted. Ms. Bartlett stated that this could be determined during the implementation of the plan. Mr. Musico asked how part-time residents would be treated in the plan. Ms. Bartlett stated that the plan took part-time residents into account but with limited resources the plan was focused on full-time residents. The committee discussed education and enforcement as important tools that require a long-term focus.

There was a discussion on potentially restriping roads during resurfacing to accommodate bicycle facilities. It was noted that road requirements including lane width and posted speed limits might not allow for including bike lanes in certain locations.

There was a lengthy discussion on the EJ maps centered on confusion over why some areas were (in)excluded as EJ areas. Ms. Bartlett stated that the anomalies were a result of using block group data; Tindale would look at possibilities for a finer grain analysis. Adjustments based on local knowledge could also be made during implementation.

9.   **Member Comments**

None.

10.   **Distribution Items**

None.

11.   **Next Meeting Date**

September 18, 2018 at 9:00 a.m.

12.   **Adjournment**

With no further comments or items to attend to, Mr. Bonness adjourned the meeting at 11:17 a.m.

Update and Input on Draft Bicycle and Pedestrian Master Plan – Comments and Revisions

OBJECTIVE: For the Committee to receive an update and provide additional input on the Draft Bicycle and Pedestrian Master Plan – Comments and Revisions.

CONSIDERATIONS: MPO staff has received extensive comments on the Draft Bicycle and Pedestrian Master Plan **(Attachment 1)**. Fully addressing these comments requires additional research, mapping, analysis and writing. The comments raise questions concerning policy and direction that staff would like to discuss with advisory committees:
- Environmental Justice Map
- Existing Conditions Base Maps; All maps – Accuracy & Legibility
- Vision, Goals, Objectives, and Performance Measures
- Public Input (Comments captured via Wikimaps will be displayed at meeting)
- Analysis of Network Needs and Gaps
- Clarify Policies, including Design Guidelines, Complete Streets, US 41 East/Tamiami Trail, SR29

STAFF RECOMMENDATION: For the Committee to receive an update and provide input on the Draft Bicycle and Pedestrian Master Plan

ATTACHMENT:

1. Comments in chronological order

Prepared By: Anne McLaughlin, MPO Director

Attachment 1 – Comments

2017 1030 Ped Facilities Existing - Collier County comments

2018 0110 EJ Map from 20017 – Fendrick edits

2018 0814 Email – Fendrick

2018 0821 Draft BPMP Maps – Fendrick edits

2018 0821 EJ Map – Fendrick edits

2018 0830 Comments on Draft BPMP – Collier County

2018 0921 Fendrick Comments on Draft BPMP

2018 0924 ES Summarizing TAC comments from 8/27/18 meeting

2018 1003 Comments on Ch 4 from Wilson, DOH,

LEE

HENDRY

Immokalee

Naples

Marco Island

- need sidewalks on Horseshoe Drive.
- Sidewalks w/in 2 miles of schools
- Implement walkability studies
  ie. @ Naples Manor, Immokalee
- partner w/stormwater + utilities
  for projects.
- need to review existing conditions
- need to determine how to incorporate
  local plans into MPO prioritization
  process - criteria may be different
  which may change priority order.
- policy statement - be what is the
  vision? developments (interconnections
  sidewalks on both sides?)
- Sidewalks to transit stops
  what is this? - sidewalks on all arterials +
  collectors.
- cross-section for various
  road types

Sidewalk on at least one sides both in some areas
does this really exist?
Complete multi-purpose
sidewalk exists
no sidewal
no sidewalk
no sidewalks
no sidewalk
no sidewalk
does this exist?
Store + School
sidewalk exists
no sidewalks
partially exists
Shared use path
sidewalk exists
sidewalk exists
no sidewalk
no sidewalks
Programmed not complete
no sidewalks
no sidewalks
Check this one section not built
Store + rec center
18th
- is there really a sidewalk here?
is there really a sidewalk?
no sidewalks exists
Sidewalk exists
sidewalk exists
complete
does this exist?
no sidewalk
U.S. 41 greenway to 6L farms does not exist
does this exist?
does this exist?

I-75
SR 82
WESTCLOX ST
LAKE TRAFFORD RD
MAIN ST
OIL WELL RD
OIL WELL RD
RANDALL BLVD
EVERGLADES BLVD N
GOLDEN GATE BLVD W
GOLDEN GATE BLVD E
WHITE BLVD
GREEN BLVD
16TH AVE SW
EVERGLADES BLVD S
AVE MARIA BLVD
CAMP KEAIS RD
IMMOKALEE RD
VANDERBILT BEACH RD
PINE RIDGE RD
CORONADO PKWY
RADIO RD
DAVIS BLVD
THOMASSON DR
SANTA BARBARA BLVD
GRAND ELY DR
COLLIER BLVD
TAMIAMI TRL
CAPRI BLVD
SAN MARCO RD
N COLLIER BLVD
BALD EAGLE DR
N BARFIELD DR
S COLLIER BLVD
INLET DR
CRAYTON RD
9TH ST N
GOODLETTE-FRANK RD
AIRPORT PULLING RD
LIVINGSTON RD
LOGAN BLVD
NORTHBROOKE DR
VANDERBILT DR
WILSON BLVD
NORTHBROOKE DR
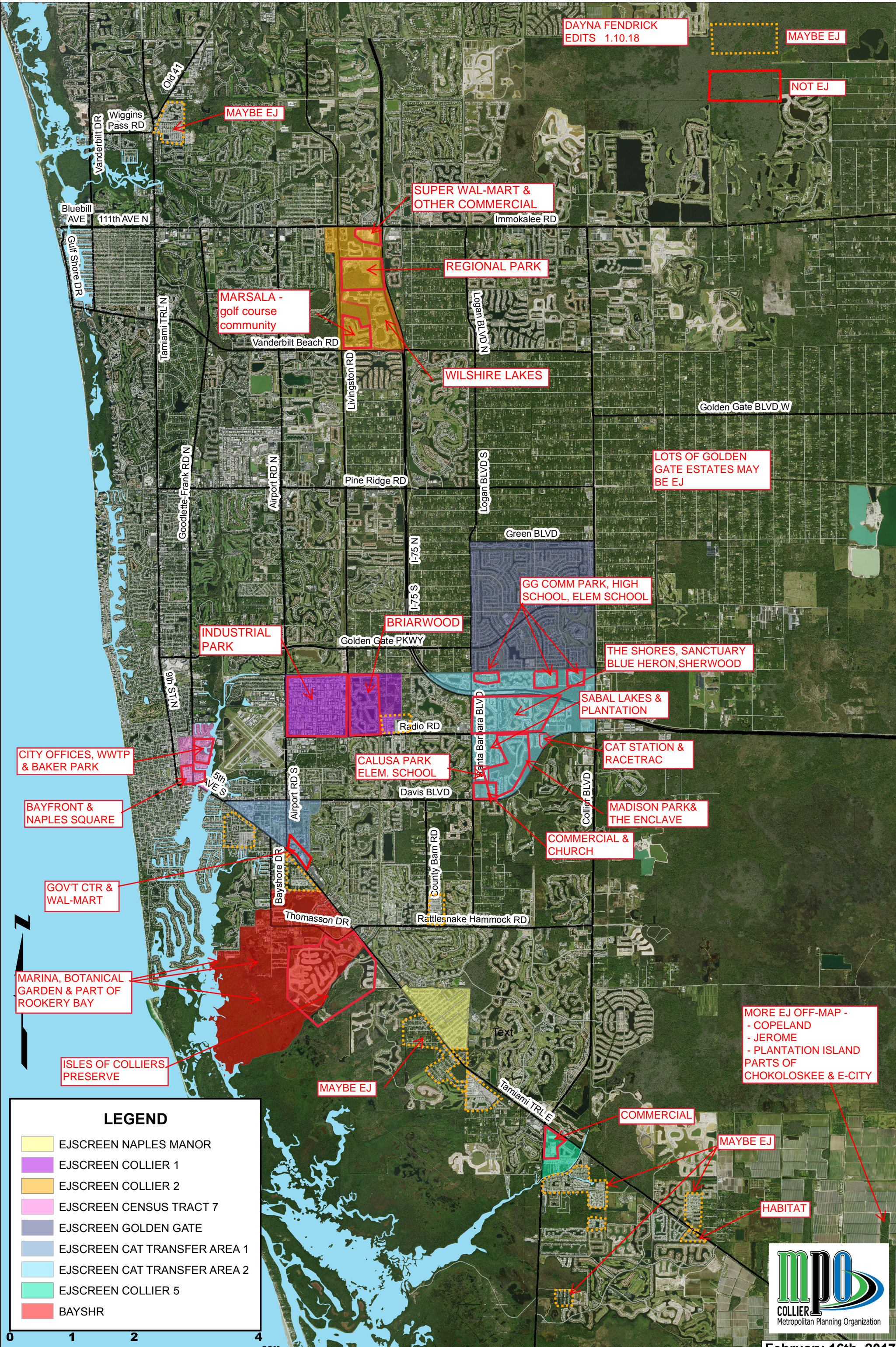
EJSCREEN COLLIER COUNTY

DAYNA FENDRICK EDITS 1.10.18

MAYBE EJ

NOT EJ

MAYBE EJ

SUPER WAL-MART & OTHER COMMERCIAL

REGIONAL PARK

MARSALA - golf course community

WILSHIRE LAKES

LOTS OF GOLDEN GATE ESTATES MAY BE EJ

GG COMM PARK, HIGH SCHOOL, ELEM SCHOOL

BRIARWOOD

THE SHORES, SANCTUARY BLUE HERON, SHERWOOD

INDUSTRIAL PARK

SABAL LAKES & PLANTATION

CITY OFFICES, WWTP & BAKER PARK

CALUSA PARK ELEM. SCHOOL

CAT STATION & RACETRAC

BAYFRONT & NAPLES SQUARE

MADISON PARK & THE ENCLAVE

GOV'T CTR & WAL-MART

COMMERCIAL & CHURCH

MARINA, BOTANICAL GARDEN & PART OF ROOKERY BAY

MORE EJ OFF-MAP -
- COPELAND
- JEROME
- PLANTATION ISLAND
PARTS OF CHOKOLOSKEE & E-CITY

ISLES OF COLLIERS. PRESERVE

MAYBE EJ

COMMERCIAL

MAYBE EJ

HABITAT

Text

LEGEND

- EJSCREEN NAPLES MANOR
- EJSCREEN COLLIER 1
- EJSCREEN COLLIER 2
- EJSCREEN CENSUS TRACT 7
- EJSCREEN GOLDEN GATE
- EJSCREEN CAT TRANSFER AREA 1
- EJSCREEN CAT TRANSFER AREA 2
- EJSCREEN COLLIER 5
- BAYSHR

Map labels (roads/places): Old 41, Vanderbilt DR, Wiggins Pass RD, Bluebill AVE, 111th AVE N, Gulf Shore DR, Tamiami TRL N, Goodlette-Frank RD N, Airport RD N, Livingston RD, Immokalee RD, Logan BLVD N, Golden Gate BLVD W, Vanderbilt Beach RD, Pine Ridge RD, Logan BLVD S, I-75 N, I-75 S, Green BLVD, Golden Gate PKWY, Santa Barbara BLVD, N 5TH ST, 5th AVE S, Radio RD, Airport RD S, Davis BLVD, Collier BLVD, Bayshore DR, County Barn RD, Thomasson DR, Rattlesnake Hammock RD, Tamiami TRL E

0 1 2 4 Miles

February 16th, 2017

MPO COLLIER
Metropolitan Planning Organization

Hi Eric,

Thanks, hope you enjoyed a nice vacation. I'll be interested to see what staff was not pleased with on the GG Walkable Community Study.

On another topic, I remain concerned about the accuracy of the EJ (Environmental Justice) map. Is the map that is shown in the Draft plan in the agenda packet still the current one in use? If it is, there are still a number of problems with the map - areas that are clearly not EJ are shown as such, while areas that are very much EJ are not shown. And there are several Everglades area EJ communities that are not represented - Plantation Island, Copeland, Jerome, Chokoloskee, and probably a good portion of Everglades City should qualify. I don't know how familiar you are with these communities, so here's a brief run-down:

- **Plantation Island**: All Mobile Home or Manufactured Home zoning. This area serves as affordable worker housing for permanent folks as well as affordable seasonal/retirement/fishing camps for retirees of modest means. This area was hard-hit in Irma and many trailers have been demolished.
- **Copeland**: Was founded as a logging camp for the workers when the Fakahatachee Strand was logged out in the 40's and 50's. It was also a pre-dominantly black community in the Jim Crow era, when Everglades City was a sun-down town. It is now more balanced in race, but is still a low-income rural community.
- **Jerome**: Also a former logging community, and it experienced a true environmental catastrophe; when they were shutting down the sawmill in 1956, a fire got started and consumed every building, including the creosote pit. The ground water was contaminated, and to this day the residents cannot use their well water for drinking. The Collier family later bought the land and assumed the liability for the water, and still are obligated to deliver bottled water to the few families that remain. If this doesn't qualify as an EJ community, I don't know what should.
- **Chokoloskee**: A mix of single family homes, condos, mobile homes, manufactured home and RV Resort (Outdoor Resorts). Similar to Plantation, in that it provides a lot of the affordable housing for permanent residents and seasonal workers.
- **Everglades City**: There are several mobile home parks and older cottages that were affordable for permanent and seasonal residents that were destroyed in Irma.

I believe these areas should meet a number of the EJ criteria - low income, over 60, non English-speaking, minority population, transportation disadvantaged. With the local economy being based on eco-tourism and the stone crab industry, much of the work force is seasonal and minority population.

Aside from the Everglades area not being represented on the map, I am concerned that the lack of accurate EJ data will become a fatal flaw for this Bike Ped Master Plan. Similar to how the safety data was lacking in the 2012 Comprehensive Pathways Plan, which undermined confidence in the plan. If the intent is to direct facilities toward the EJ communities, inaccurate information could actually have an inverse effect and direct facilities towards non-existent EJ areas and away from actual EJ communities. I understand if the MPO is constrained by budget and the scope for the consultant preparing the BPMP. However, I think the MPO needs to recognize the limitations of the Census block data and find ways to address the anomalies that are cropping up, and to ground-truth the findings with local knowledge. Since the EJ status is one of the top 2 criteria for directing funding, we need to get this right.

I will mark up the EJ map that was supplied in the BPAC agenda package to illustrate where there are obvious issues and send it later this week for your review.

Thank you,

Dayna L. Fendrick, RLA, AICP

URBAN GREEN STUDIO

Office: 239-263-4029
Cell: 239-777-5806
dayna@urbangreenstudio.com

P.O. Box 111841
Naples, FL 34108

-------- Original Message --------
Subject: RE: BPAC Meeting Reminder and Agenda Packet Link
From: OrtmanEric <Eric.Ortman@colliercountyfl.gov>
Date: Tue, August 14, 2018 1:39 pm
To: "dayna@urbangreenstudio.com" <dayna@urbangreenstudio.com>

Dayna,

I have been on vacation in Maine. Attached is a summary for the second stakeholder meeting. As to the BPAC May meeting, our attorney has said that if there is no quorum, there is no meeting and therefore no minutes.

The "meeting" lasted five minutes. The sole item on the agenda was to endorse the GG Walkable Comm Study. Staff was unhappy with the final report and decided to pull it from the agendas of all the advisory committees. The report is being re-written and be on a future agenda for all committees/Board. So, you really didn't miss anything.

Eric

From: dayna@urbangreenstudio.com <dayna@urbangreenstudio.com>
Sent: Thursday, August 9, 2018 7:27 PM
To: IntriagoKaren <Karen.Intriago@colliercountyfl.gov>
Cc: OrtmanEric <Eric.Ortman@colliercountyfl.gov>; OteroBrandy <Brandy.Otero@colliercountyfl.gov>
Subject: RE: BPAC Meeting Reminder and Agenda Packet Link

Hi Karen,

Welcome to the MPO, and I look forward to meeting you at the BPAC meeting.

Are there any minutes or summary of comments from the May 21st meeting with stakeholders to review the draft Bike Ped Master Plan? Since I wasn't able to attend due to vacation, it would be helpful to see what was discussed at that meeting. And are there any minutes from the BPAC special meeting that was held that same day? I understand that a quorum was not attained, but wouldn't there still be minutes?

Thank you,

Dayna L. Fendrick, RLA, AICP
URBAN GREEN STUDIO

Office: 239-263-4029
Cell: 239-777-5806
dayna@urbangreenstudio.com

P.O. Box 111841
Naples, FL 34108

-------- Original Message --------
Subject: BPAC Meeting Reminder and Agenda Packet Link
From: IntriagoKaren <Karen.Intriago@colliercountyfl.gov>
Date: Thu, August 09, 2018 3:48 pm
To: McLaughlinAnne
<Anne.McLaughlin@colliercountyfl.gov>
Cc: OteroBrandy <Brandy.Otero@colliercountyfl.gov>,
OrtmanEric
<Eric.Ortman@colliercountyfl.gov>

Dear BPAC Members,

This email serves as a reminder that the Bicycle &
Pedestrian Advisory Committee (BPAC) of the Collier
Metropolitan Planning Organization (MPO) will meet on
Tuesday, August 21st at 9:00 a.m. in the Collier County
Growth Management Division Conference Rooms 609/610,
2800 North Horseshoe Drive Naples, FL 34104. Please let
me know by separate email if you are unable to attend.
Please note that the Collier MPO has moved to an
electronic format for all agenda packets. You will no longer
receive a hard copy of the packet unless you have
specifically requested one. Please contact the MPO staff
directly for any questions or concerns you may have.

To access the agenda packet electronically, select the
following link:

http://www.colliermpo.org/index.aspx?
page=16&recordid=1152

This is a one-way transmittal. Please do not reply to all.

Respectfully,

Karen Intriago

Administrative Assistant

Collier MPO

NOTE: Email Address Has Changed

2885 South Horseshoe Drive, Naples, Florida 34104
Phone: 239.252.5814
Karen.Intriago@colliercountyfl.gov

WHY NO EVERGLADES CITY INSERT?

Has this map been approved & adopted? It is not on website.

Existing + Committed Pedestrian Facilities

MAP 2

Bicycle & Pedestrian Master Plan

Immokalee

LEE

no s/w from canal to GG PKWY

missing 2 SUP w/ gap between

GAP

NO SUP only bike lanes

Immokalee Inset

Marco Island Inset
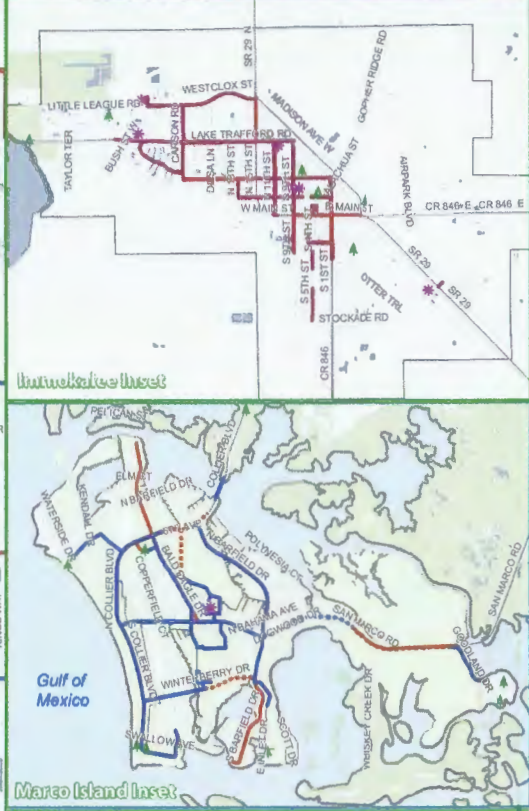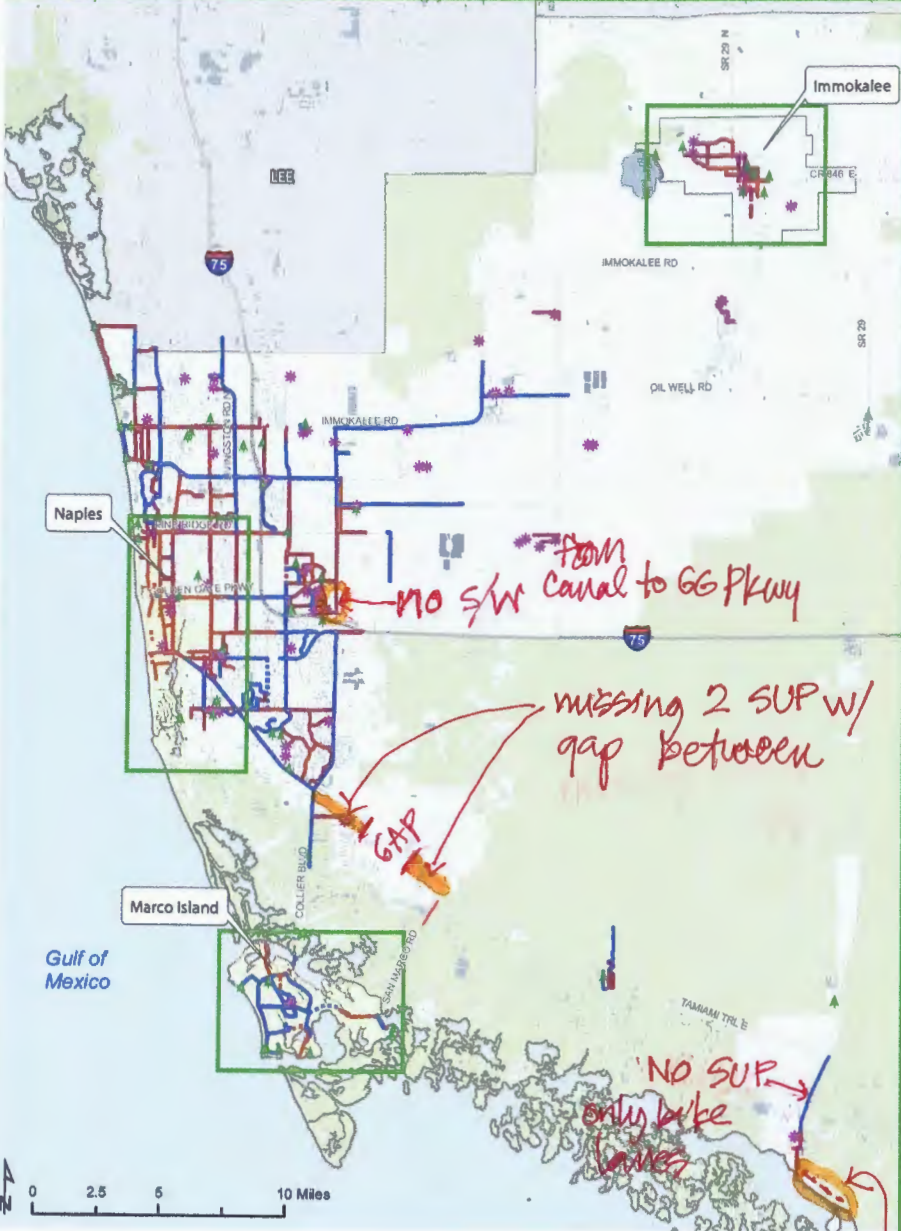
Legend

	County Parks		Immokalee Urban Area
	Schools		Waterbodies
	Incorporated Municipalities		Environmental Lands
	Shared Use Path		
	Sidewalk		
	Programmed Bike Path/Trail	?	
	Programmed Sidewalk		

BICYCLE & PEDESTRIAN MASTER PLAN

DLT comments 9/18/18

SUP/ sidewalk on N. side of causeway - 6' width

If this is the adopted map, it should be corrected & updated.

WHY NO EVERGLADES CITY INSERT?

Is this the adopted map? It is not on website.

Existing + Committed Bicycle Facilities

MAP 3

Bicycle & Pedestrian Master Plan

LEE

Immokalee

IMMOKALEE RD

OIL WELL RD

IMMOKALEE RD

Naples

GOLDEN GATE PKWY

Marco Island

Gulf of Mexico

I-75

0   2.5   5   10 Miles

Immokalee Inset

Gulf of Mexico

Marco Island Inset

Naples Inset

Legend

Shared Use Path		County Parks
Paved Shoulder		Schools
Bike Lanes		Incorporated Municipalities
Connector Sidewalk		Immokalee Urban Area
Greenways		Waterbodies
Programmed Bike Lane		Environmental Lands
Programmed Bike Path/Trail		

COLLIER MPO
BICYCLE & PEDESTRIAN
MASTER PLAN

Handwritten annotations:

No sidewalk

missing SUP & GAP area in addition to paved shoulders

Paved shoulders all the way to County line

SUP/sidewalk on N. side of causeway

DIF comments 9/18/18

colors are hard to distinguish Bike lane should be more similar to Paved Shoulder

Bike Lane Gaps (all needs on collector and arterial roads)

MAP 2

Bicycle & Pedestrian Master Plan

Handwritten: Map # duplicated - confusing
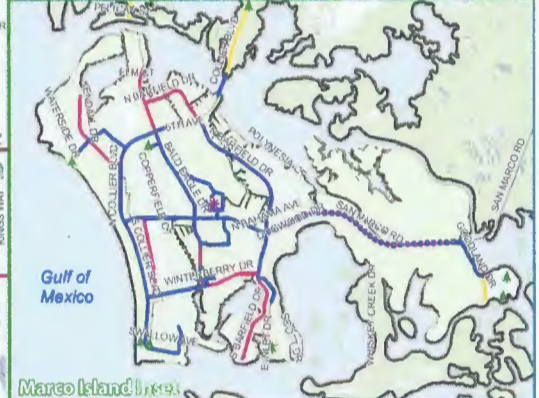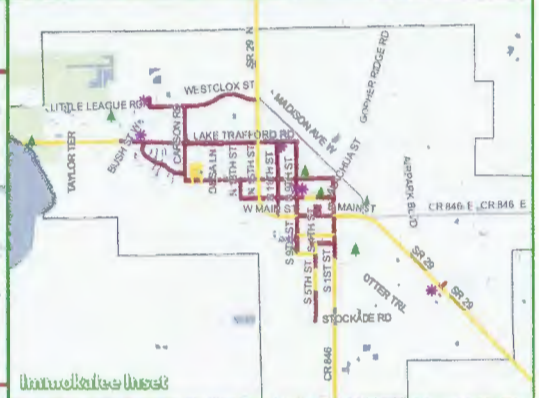
LEE

Immokalee

Immokalee Inset

Naples

Golden Gate Pkwy

Pine Ridge Rd

Marco Island

Gulf of Mexico

Everglades City

Everglades City Inset

Handwritten: SUP- 2 sections in addition to Bike lanes

Handwritten: Paved Shoulders continue

Handwritten: Paved Shoulders continue

Handwritten: Paved shoulder

Handwritten: S. Side only

Gulf of Mexico

Naples Inset
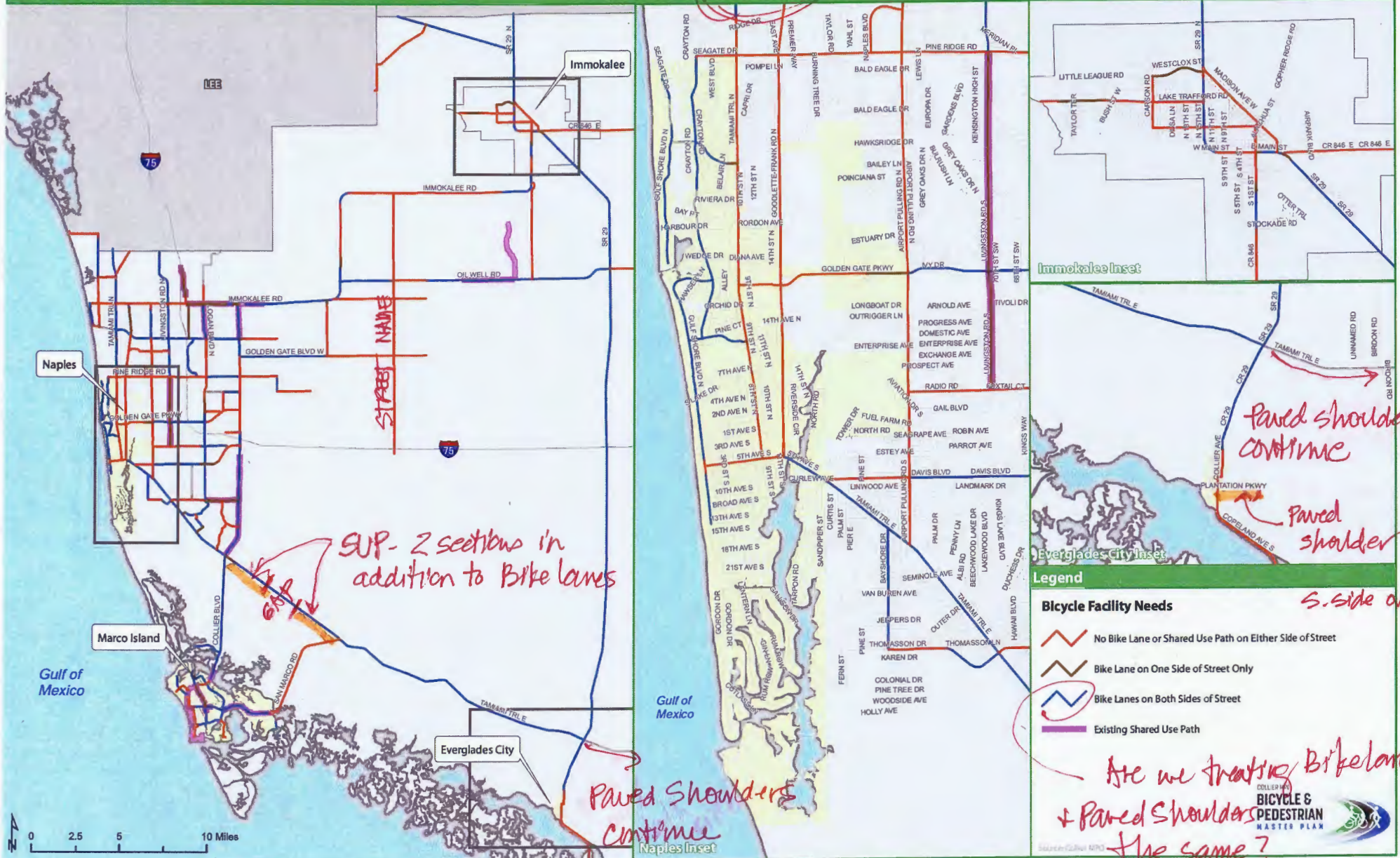
Legend

Bicycle Facility Needs

- No Bike Lane or Shared Use Path on Either Side of Street
- Bike Lane on One Side of Street Only
- Bike Lanes on Both Sides of Street
- Existing Shared Use Path

Handwritten: Are we treating Bikelane + Paved Shoulders the same?

BICYCLE & PEDESTRIAN MASTER PLAN

COLLIER MPO

Handwritten: DOF comments 9/10/18

0   2.5   5   10 Miles

MAP 3

Sidewalk Gaps (all needs on collector and arterial roads)

Bicycle & Pedestrian Master Plan

Handwritten: map # duplicated

LEE

Immokalee

I-75

Naples

Marco Island

Gulf of Mexico

Everglades City
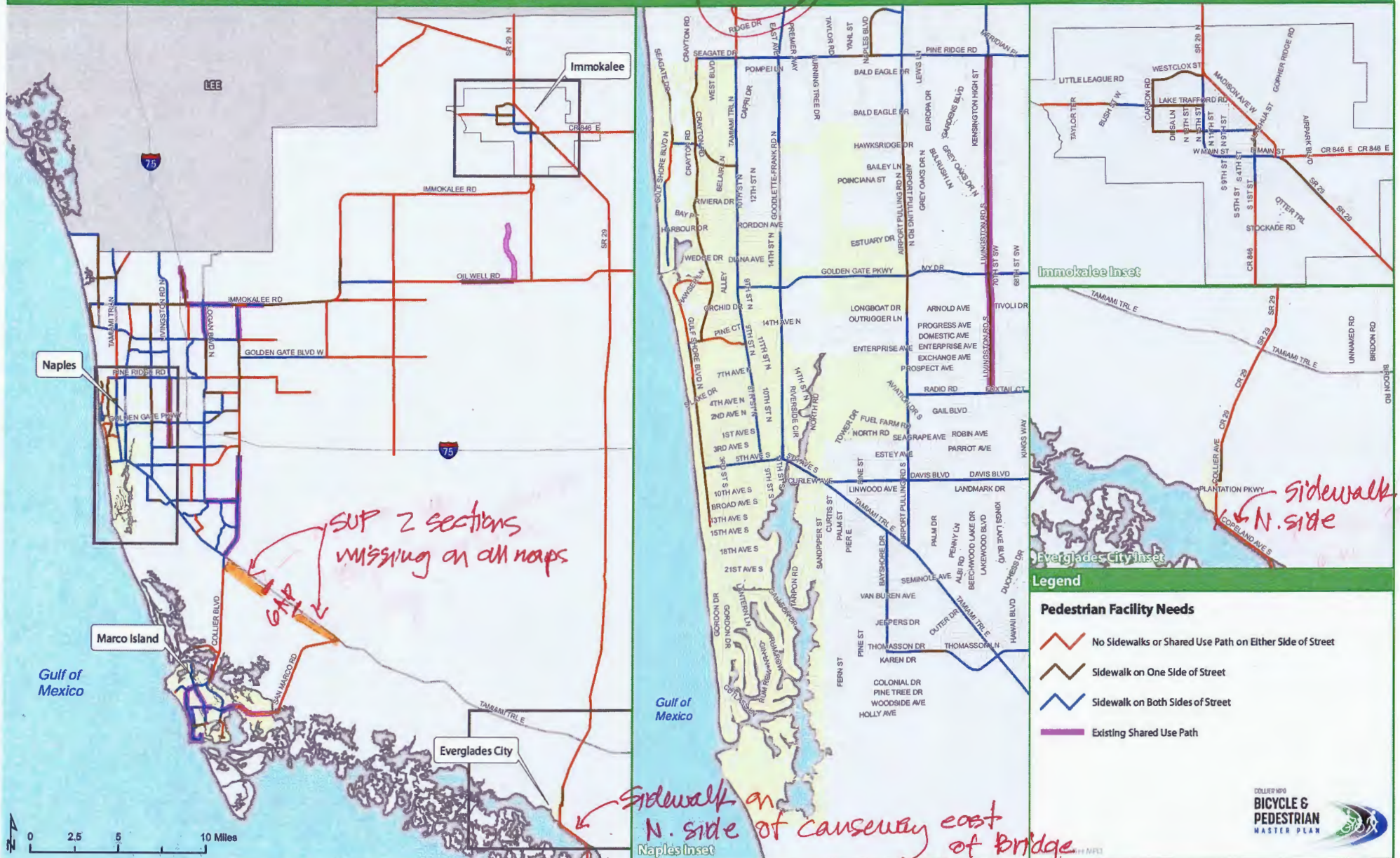
Handwritten: SUP 2 sections missing on all maps

Handwritten: Sidewalk on N. side of causeway east of Bridge

Immokalee Inset

Everglades City Inset

Handwritten: Sidewalk on N. side

0   2.5   5   10 Miles
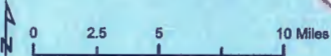
Naples Inset

Legend

Pedestrian Facility Needs

- No Sidewalks or Shared Use Path on Either Side of Street
- Sidewalk on One Side of Street
- Sidewalk on Both Sides of Street
- Existing Shared Use Path

COLLIER MPO
BICYCLE &
PEDESTRIAN
MASTER PLAN

Handwritten: PLF comments 9/18/18

+ Crash
+ EJ

LEE

Immokalee

Naples

Gulf of Mexico

Marco Island

Everglades City
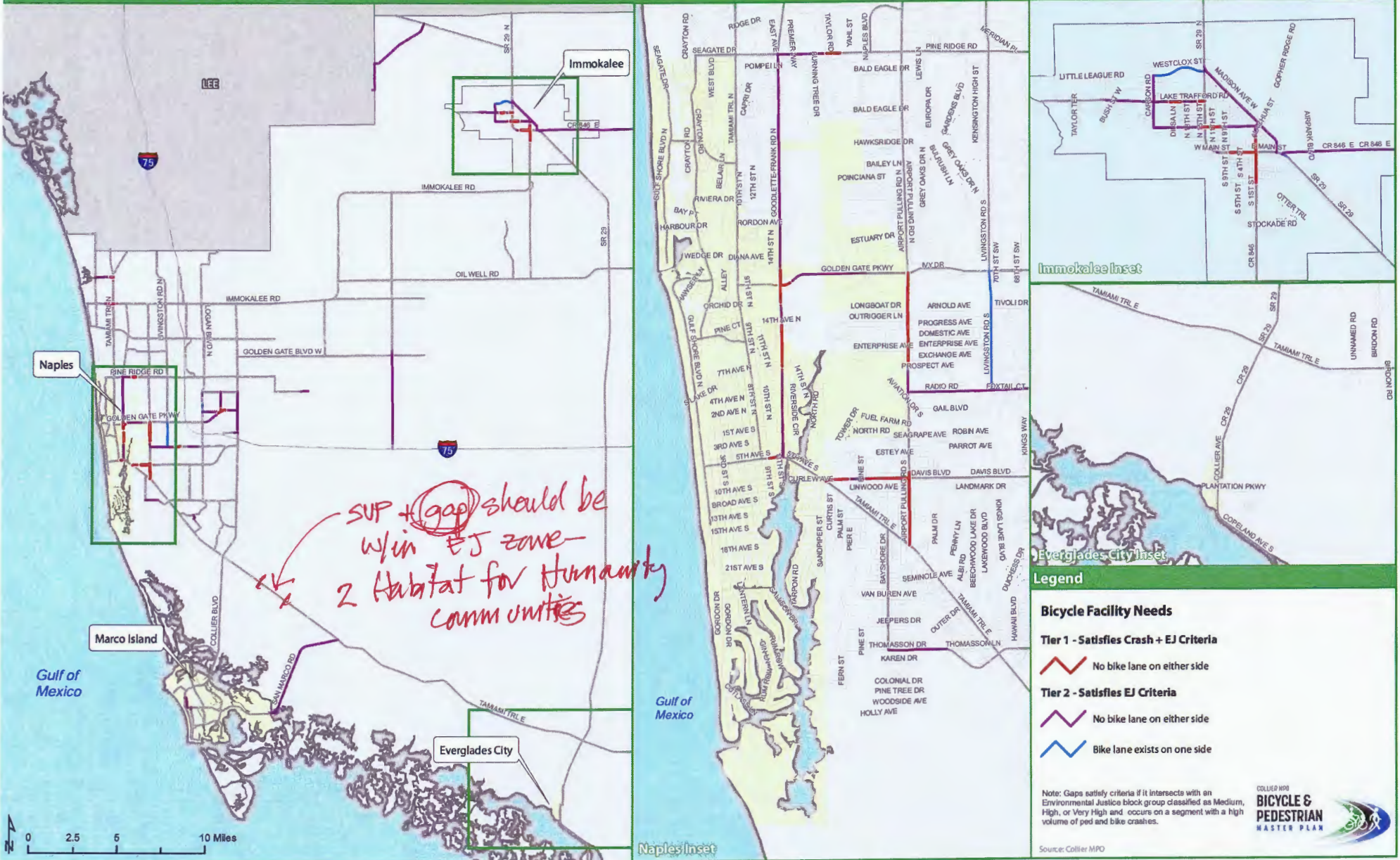
SUP + (gap) should be w/in EJ zone — 2 Habitat for Humanity communities

0   2.5   5   10 Miles

Immokalee Inset

LITTLE LEAGUE RD, WESTCLOX ST, LAKE TRAFFORD RD, MADISON AVE W, CARSON RD, W MAIN ST, E MAIN ST, STOCKADE RD, OTTER TRL, CR 846, CR 846 E, SR 29, AIRPARK BLVD, GOPHER RIDGE RD

Everglades City Inset

TAMIAMI TRL E, SR 29, CR 29, UNNAMED RD, BIRDON RD, COLLIER AVE S, PLANTATION PKWY, COPELAND AVE S

Naples Inset

Gulf of Mexico

Legend

Bicycle Facility Needs

Tier 1 - Satisfies Crash + EJ Criteria

    No bike lane on either side

Tier 2 - Satisfies EJ Criteria

    No bike lane on either side

    Bike lane exists on one side

Note: Gaps satisfy criteria if it intersects with an Environmental Justice block group classified as Medium, High, or Very High and occurs on a segment with a high volume of ped and bike crashes.

Source: Collier MPO

COLLIER MPO
BICYCLE &
PEDESTRIAN
MASTER PLAN

DIF comments
9/10/18

+Crash +EJ

LEE

Immokalee

I-75

IMMOKALEE RD

OIL WELL RD

SR 29

IMMOKALEE RD

GOLDEN GATE BLVD W

Naples

PINE RIDGE RD

GOLDEN GATE PKWY

I-75

TAMIAMI TRL N

LIVINGSTON RD N

LOGAN BLVD N

COLLIER BLVD

SAN MARCO RD

Marco Island

Gulf of Mexico

SVP gap

TAMIAMI TRL E

Everglades City

0 2.5 5 10 Miles

N

Immokalee Inset

LITTLE LEAGUE RD
WESTCLOX ST
LAKE TRAFFORD RD
TAYLOR TER
BUSH BLVD W
CARSON RD
MADISON AVE W
GOPHER RIDGE RD
DELSA LN
N 19TH ST
N 15TH ST
N 11TH ST
N 9TH ST
AIRPARK BLVD
W MAIN ST
E MAIN ST
CR 846 E   CR 846 E
S 9TH ST   S 4TH ST
S 5TH ST   S 1ST ST
OTTER TRL
SR 29
STOCKADE RD
CR 846

Everglades City Inset

TAMIAMI TRL E
SR 29
UNNAMED RD
BIRDON RD
TAMIAMI TRL E
CR 29
COLLIER AVE N
PLANTATION PKWY
COPELAND AVE S

Naples Inset

(street names: CRAYTON RD, RIDGE DR, EAST AVE, PREMIER WAY, TAYLOR RD, YAHL ST, NAPLES BLVD, MERIDIAN PL, PINE RIDGE RD, SEAGATE DR, WEST BLVD, POMPEI LN, BALD EAGLE DR, BALD EAGLE DR, GULF SHORE BLVD N, CRAYTON RD, BELAIR LN, CAPRI BLVD, TAMIAMI TRL N, 10TH ST N, 12TH ST N, GOODLETTE-FRANK RD N, HAWKSRIDGE DR, EUROPA DR, GARDENS BLVD, KENSINGTON HIGH ST, GREY OAKS DR N, LEWIS LN, BAILEY LN, POINCIANA ST, BLU RUSH LN, RIVIERA DR, BAY PT, HARBOUR DR, RORDON DR, 14TH ST N, AIRPORT PULLING RD N, GREY OAKS DR N, ESTUARY DR, WEDGE DR, DIANA AVE, ALLEY, ORCHID DR, 11TH ST N, GOLDEN GATE PKWY, IVY DR, 70TH ST SW, 68TH ST SW, LIVINGSTON RD S, LONGBOAT DR, OUTRIGGER LN, ARNOLD AVE, TIVOLI DR, PINE CT, 14TH AVE N, PROGRESS AVE, DOMESTIC AVE, ENTERPRISE AVE, EXCHANGE AVE, PROSPECT AVE, 7TH AVE N, 4TH AVE N, 2ND AVE N, 1ST AVE S, 3RD AVE S, 5TH AVE S, AVIATION DR S, GAIL BLVD, RADIO RD, FOXTAIL CT, 10TH ST N, RIVERSIDE CIR, TOWER DR, FUEL FARM RD, NORTH RD, SEAGRAPE AVE, ROBIN AVE, PARROT AVE, KINGS WAY, ESTEY AVE, PINE ST, DAVIS BLVD, DAVIS BLVD, 10TH AVE S, BROAD AVE S, CURLEW AVE, LINWOOD AVE, TAMIAMI TRL E, PALM DR, LANDMARK DR, 13TH AVE S, CURTIS ST, PALM ST, AIRPORT PULLING RD S, PENNY LN, ALBI RD, BEECHWOOD LAKE DR, LAKEWOOD BLVD, DUCHESS DR, 15TH AVE S, SANDPIPER ST, PIER E, BAYSHORE DR, 18TH AVE S, 21ST AVE S, SEMINOLE AVE, OUTER DR, TAMIAMI TRL E, HAWAII BLVD, VAN BUREN AVE, JEEPERS DR, PINE ST, FERN ST, THOMASSON DR, THOMASSON LN, KAREN DR, COLONIAL DR, PINE TREE DR, WOODSIDE AVE, HOLLY AVE, GORDON DR, LANTERN LN, INTERNATIONAL DR, CALUSA GC, TARPON RD, RUM ROW, MANGROVE AVE, GALLEON DR)

Gulf of Mexico

Legend

Pedestrian Facility Needs

Tier 1 - Satisfies Crash + EJ Criteria

No sidewalk on either side

Sidewalk exists on one side

Tier 2 - Satisfies EJ Criteria

No sidewalk on either side

Sidewalk exists on one side

Note: Gaps satisfy criteria if it intersects with an Environmental Justice block group classified as Medium, High, or Very High and occurs on a segment with a high volume of ped and bike crashes.

Source: Collier MPO

COLLIER MPO
BICYCLE & PEDESTRIAN
MASTER PLAN

DLF comments 9/18/18

Handwritten note (top): Is this just Bike Lanes or also SUP's ?
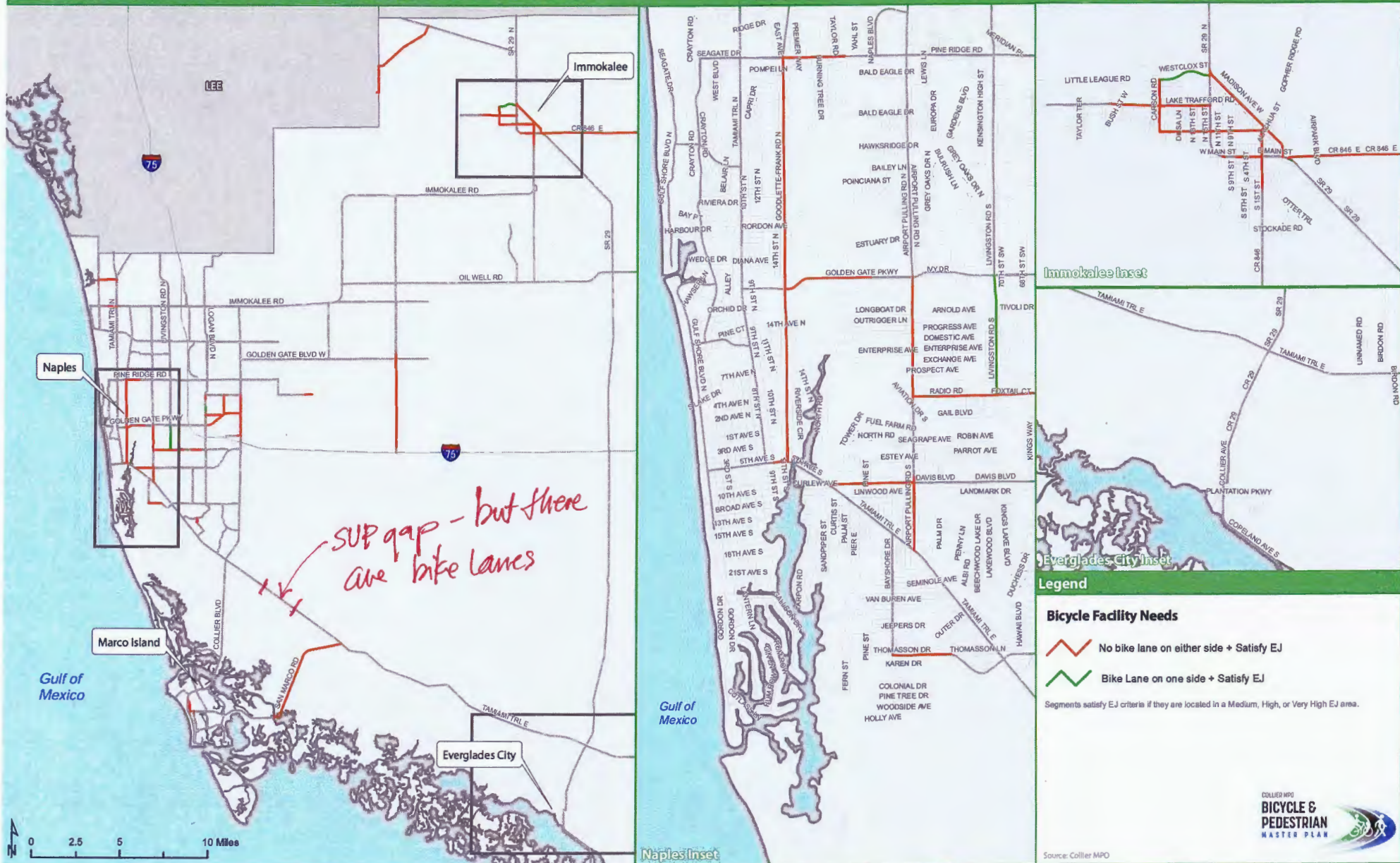
Bike Lane & Shared Use Path Gaps + EJ: Collectors and Arterials

MAP 6

Bicycle & Pedestrian Master Plan

Handwritten note (center): SUP gap — but there are bike lanes

Immokalee Inset

Everglades City Inset

Naples Inset

Legend

Bicycle Facility Needs

No bike lane on either side + Satisfy EJ

Bike Lane on one side + Satisfy EJ

Segments satisfy EJ criteria if they are located in a Medium, High, or Very High EJ area.

Source: Collier MPO

COLLIER MPO
BICYCLE & PEDESTRIAN
MASTER PLAN

Handwritten note (bottom right): DLF comments 9/10/18

0 2.5 5 10 Miles

Handwritten note (top right): shouldn't the order of maps go from
- Gaps
- Gap + EJ then Gap + Crash + EJ?

Handwritten note (bottom right): DF comments 9/18/18

Map title (left panel): **Sidewalk & Shared Use Path Gaps + EJ: Collectors and Arterials**

MAP 7

Bicycle & Pedestrian Master Plan
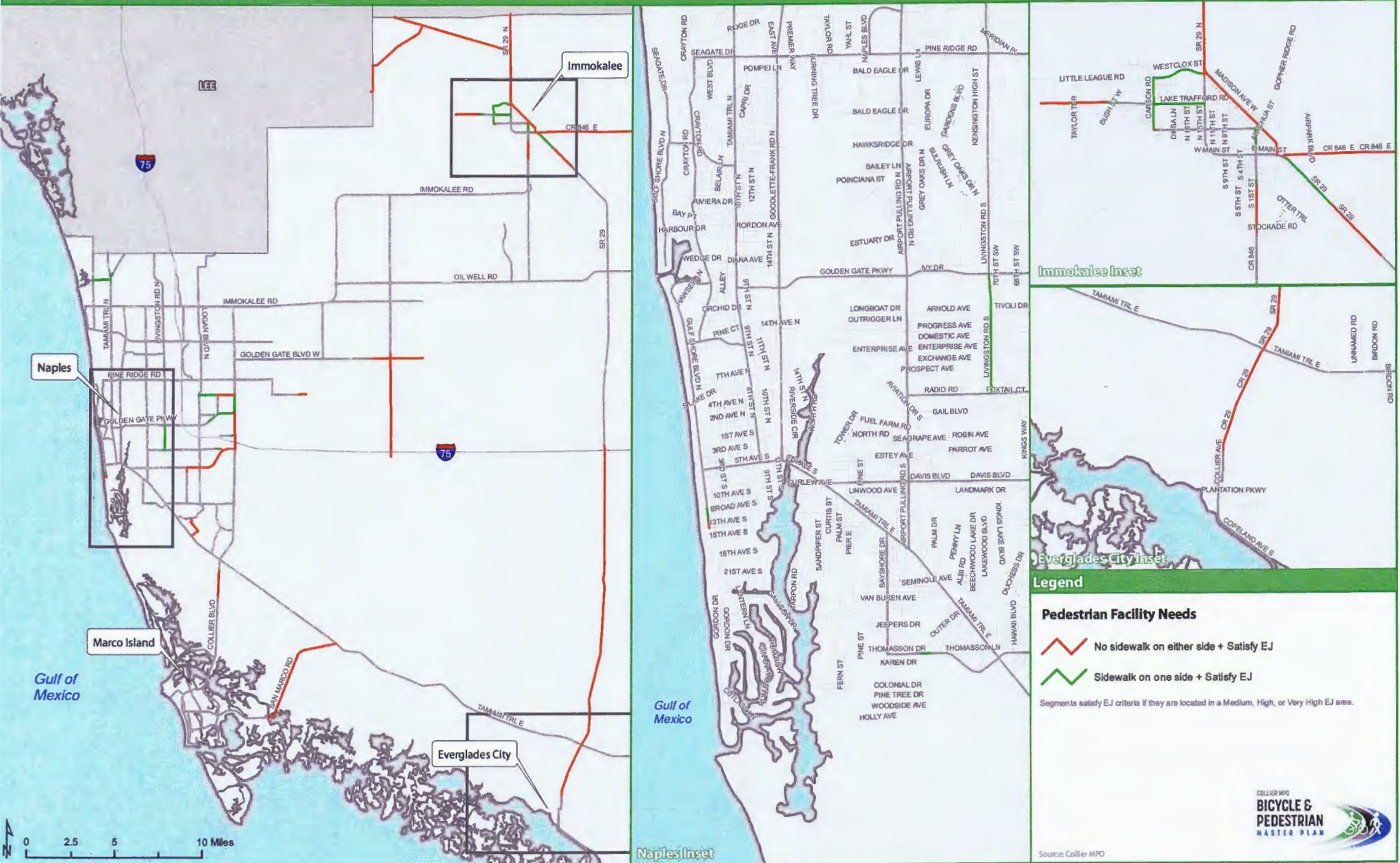
Legend

Pedestrian Facility Needs

- No sidewalk on either side + Satisfy EJ
- Sidewalk on one side + Satisfy EJ

Segments satisfy EJ criteria if they are located in a Medium, High, or Very High EJ area.

COLLIER MPO
BICYCLE & PEDESTRIAN MASTER PLAN

Source: Collier MPO

Legend

EJ Rank

- Low
- Medium
- High
- Very High

Source: Collier MPO, ACS 2015

DAYNA FENDRICK EDITS 8/15/18

LIKELY EJ

NOT EJ

LEE

Immokalee

IMMOKALEE RD

OIL WELL RD

IMMOKALEE RD

Naples

Gulf of Mexico

SABAL PALM RD
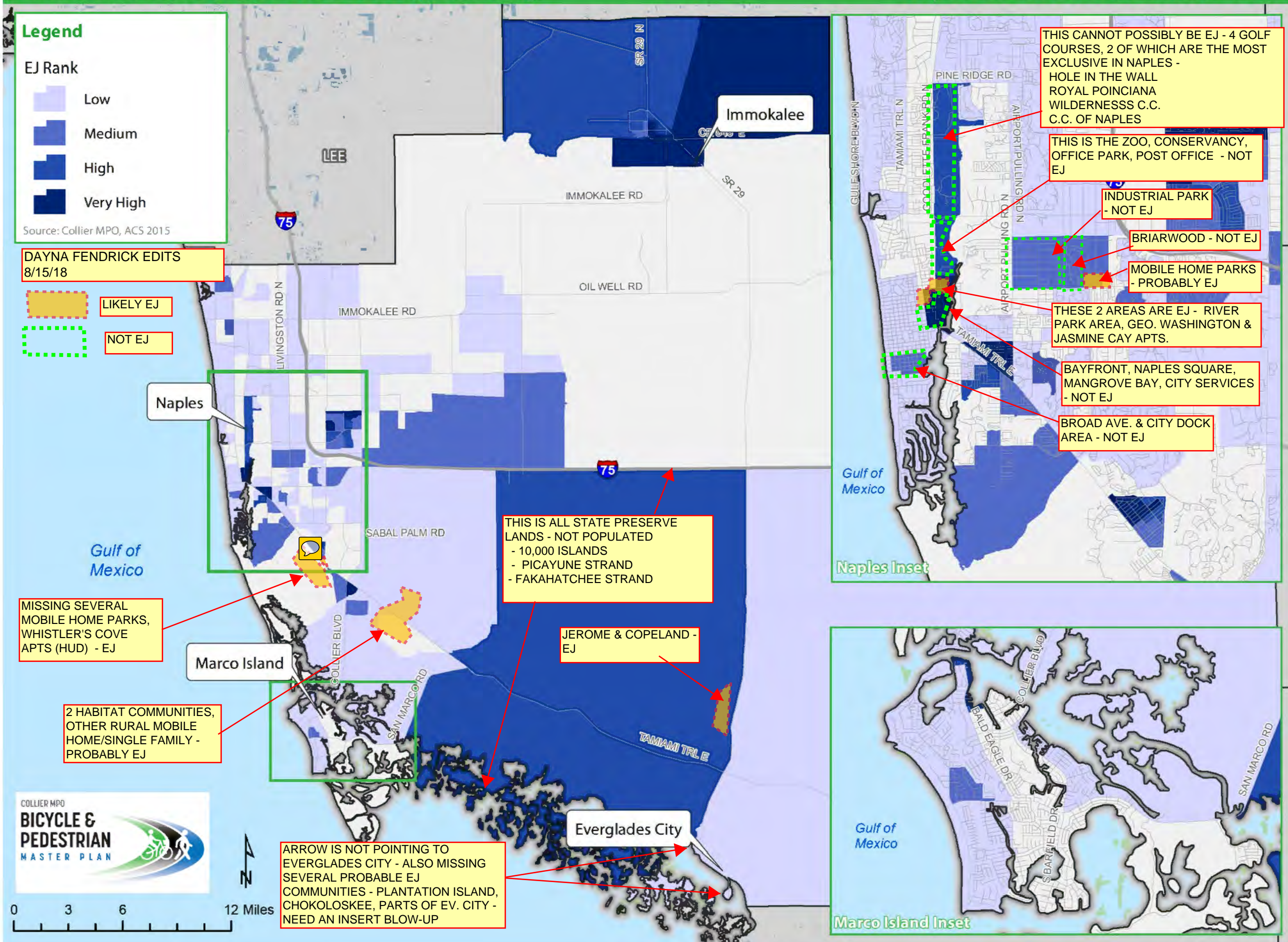
MISSING SEVERAL MOBILE HOME PARKS, WHISTLER'S COVE APTS (HUD) - EJ

Marco Island

2 HABITAT COMMUNITIES, OTHER RURAL MOBILE HOME/SINGLE FAMILY - PROBABLY EJ

THIS IS ALL STATE PRESERVE LANDS - NOT POPULATED
- 10,000 ISLANDS
- PICAYUNE STRAND
- FAKAHATCHEE STRAND

JEROME & COPELAND - EJ

Everglades City

ARROW IS NOT POINTING TO EVERGLADES CITY - ALSO MISSING SEVERAL PROBABLE EJ COMMUNITIES - PLANTATION ISLAND, CHOKOLOSKEE, PARTS OF EV. CITY - NEED AN INSERT BLOW-UP

COLLIER MPO
BICYCLE & PEDESTRIAN
MASTER PLAN

0   3   6   12 Miles
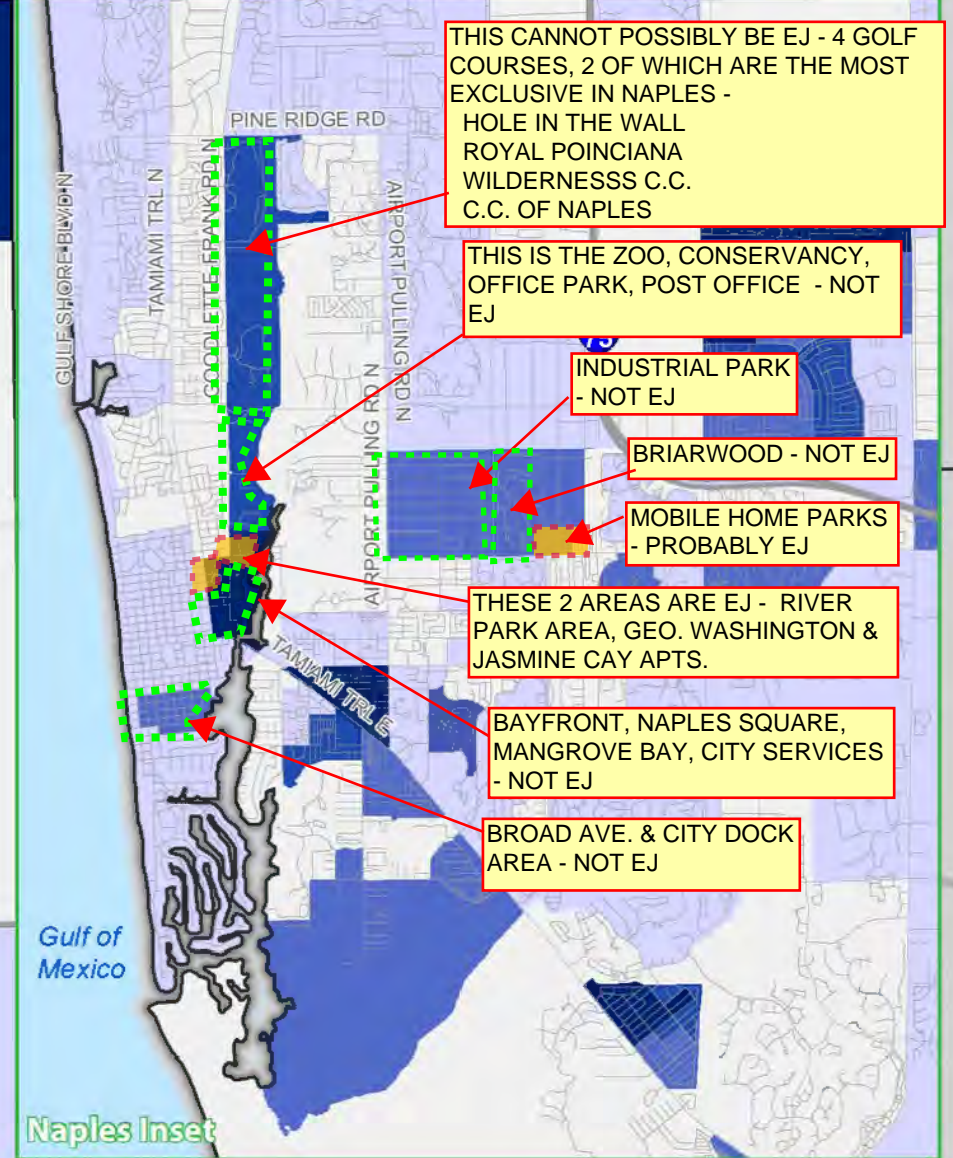
Naples Inset

THIS CANNOT POSSIBLY BE EJ - 4 GOLF COURSES, 2 OF WHICH ARE THE MOST EXCLUSIVE IN NAPLES -
- HOLE IN THE WALL
- ROYAL POINCIANA
- WILDERNESSS C.C.
- C.C. OF NAPLES

THIS IS THE ZOO, CONSERVANCY, OFFICE PARK, POST OFFICE - NOT EJ

INDUSTRIAL PARK - NOT EJ

BRIARWOOD - NOT EJ

MOBILE HOME PARKS - PROBABLY EJ

THESE 2 AREAS ARE EJ - RIVER PARK AREA, GEO. WASHINGTON & JASMINE CAY APTS.

BAYFRONT, NAPLES SQUARE, MANGROVE BAY, CITY SERVICES - NOT EJ

BROAD AVE. & CITY DOCK AREA - NOT EJ

PINE RIDGE RD

Gulf of Mexico

Marco Island Inset

Gulf of Mexico
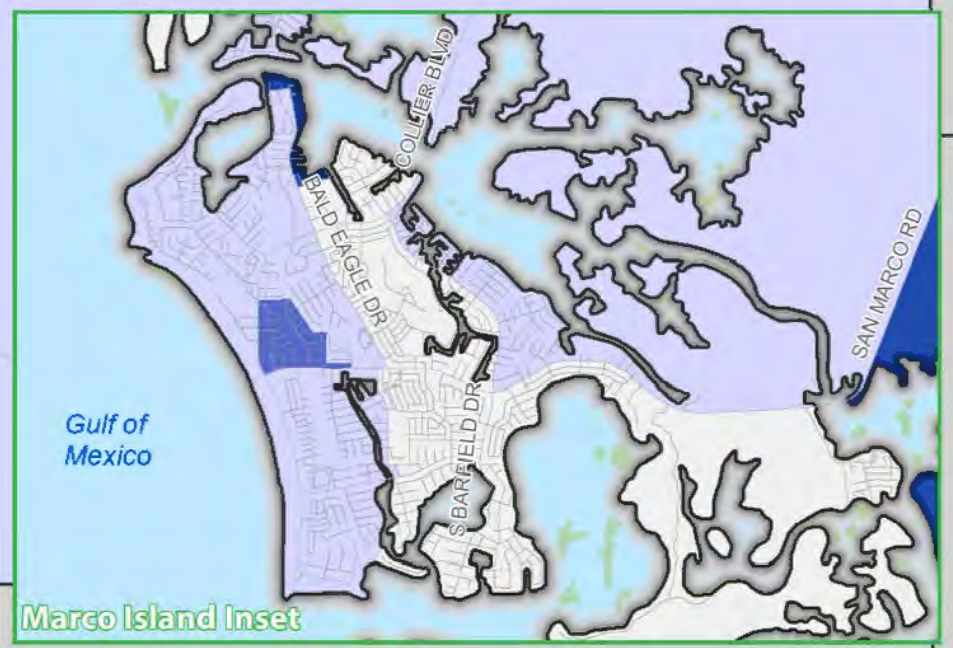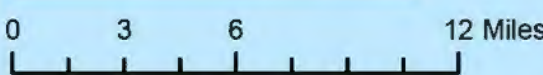
County Comments on Draft Bicycle & Pedestrian Master Plan 8/30/18

General Comments:

- There is no plan cover page, index, opening/introduction or closing/conclusion. The pages should be either numbered sequentially or add a footer to note the chapter and page.
- Paragraph structure, naming the figures and tables consistently, grammar and run-on sentences should be corrected.
- Lack of analysis of the data causes the reader to draw different conclusions then the plan.
- <mark>The intent was that this plan would contain policy requirements or suggestions for the municipalities to incorporate into their own plans/codes, etc.:</mark>
  - o <mark>Size/width of a standard sidewalk, both sides of the street, requirements for construction…</mark>
  - o <mark>Create a way to prioritize streets with undeveloped infrastructure or gaps in infrastructure</mark>
- <mark>Ultimately the list of projects in a prioritized order and 1 map with those projects is vital to understanding the plan and is missing.</mark>
- Please note that when discussing coordination with the County, the Plan should also acknowledge that there should be coordination with the other jurisdictions/agencies/ departments, etc..….Cities, Park and Rec, Tribes, etc. Other entities not just The County.
- It is confusing to flip to the maps at the end of the chapter. Recommend they be placed in the text where they are referenced.
- Where are the appendices? I can't fully comment on a document when back up documentation has never been provided.
- It would have been more helpful to have brought tech memos, unfortunately you will find in my comments that some concerns have found their way to be the basis of your recommendations.

Chapter 1, Page 1:

- Was the facilities map in Figure 1 ever adopted by the MPO Board? The version on the website is the approved map, dated December 9, 2011. Not the map in the figure. Please confirm what map was approved and use and site the correct map.
- Under Demographics – re-word sentence – "However, there are areas within Collier County – most notably, Golden Gate City (GGC), Immokalee, and Naples Manor (NM), but also including other smaller areas – where incomes are significantly lower, levels of poverty are significantly higher, and more people are without access to a vehicle than county or Florida averages as shown in Table 1." The table should state that EC, MI and Naples are all cities. The areas called out in the table are only GGC, Immokalee and NM. Should other smaller areas be called out. What other smaller areas have lower incomes? This table should have all the demographic info. called out referenced – poverty, income, access to vehicles, size of the area…
- Table 1 references 2016 census – is that really the American Community Survey? What years?

- If the methodology is to look at 10% of the county average for EJ areas (page 2) then shouldn't we know what that 10% is? Does this table relate to the 10%? It needs a better explanation.

Page 2:
- Paragraph 1 – Now you are referring to a different census (2017 census) with estimate…be consistent with data, it is difficult to correlate the information. In addition, the paragraph states that people 65 and older may use transit…what does the data say? Did you coordinate with CAT to see if they have information?
- Paragraph 2 – Whereas widening roads to accommodate additional vehicle traffic is one approach, continuing to build those roads to accommodate different modes of travel…
- Paragraph 3 – please explain.
- Paragraph 4 – how was 10% of the county average decided? Is that a generally accepted standard? A table indicating what 10% of the county looks like as a number would be helpful.
- Paragraph 4 – The methodology for EJ map described does not match the map? You need to look at the information in depth, many of these areas don't have residents. This is a huge sticking point because it becomes the basis of recommendations.
- Bicycle and Pedestrian Infrastructure
  - First paragraph – need to fill in the missing data. Does this include city numbers or only unincorporated Collier County. Remove the sentence "Aside from I-75, bicyclists may use any of these roads." It is redundant. Are you counting local roads in the total of miles needed? If so, it is misleading since this plan doesn't plan for a system on local roads only in select areas.
  - Second Paragraph – Is this unincorporated only OR geographical County?

Page 3:

- 1st partial paragraph – states that pathways within parks and sanctuaries are considered active transportation, I don't know that a loop in a park meets that intent…
- City of Everglades City – this indicates that they have a plan. Do they actually have a plan?
- Immokalee is not a separate city or jurisdiction and does not have a separate plan. It should be considered with unincorporated Collier County. If you are addressing it separately because there is a CRA – please note Bayshore should also be elevated to that same level.
- Note also that Immokalee did not received the TIGER grant – that was submitted by and awarded to Collier County. Immokalee is the location of the project not the entity receiving it.
- The only reference to the prior Comprehensive Pathways Plan is to say it was incorporated in the TIGER Grant. It should be discussed in conjunction with the existing conditions, maps 2 and 3 and how this plan is moving forward – is different, etc.

Page 4

- The MPO did not conduct the Bayshore walkability Study – that was done by the MSTU/CRA there.
- Why is Safety discussed here and in Chapter 2? This is repetitious.
- Paragraph 3 references 808 reported crashes and paragraph 6 includes 809 reported crashes. Please confirm and correct.
- Last paragraph – is this saying that age (over 65) is a contributing factor in accidents? Are aggressive driving and age the contributing factors in 33% of crashes? Also, this paragraph indicates that one or more of the drivers were 65 years of age and old AND it was noted as contributing factors, did it really indicate that was a contributing factor?

Map 1

- Extremely hard to read based on the choice of colors for the water and the factors. Cannot differentiate between medium and high. Should age of over 65 be a factor? How many categories are triggered with a low rank? Need to see and understand the methodology. If areas are triggered because they only have 1 criteria (age) should they be called out? Need to see the 10% referred to. Is the location of the Immokalee label correct? Is label for Naples and Marco Island referencing the City or that there is an inset?
- What is the data used for the EJ area determination? Is it the 2016 Census? What is the 2016 Census – is that really the American Community Survey – for what years?
- Overall many of the areas just don't make common sense.

Map 2 and 3

- The chapter was supposed to talk about existing conditions, but the map is the only reference to the completed projects. What was accomplished by the Comp. Plan?
- What is the Immokalee Urban Area?
- Green line is for greenways but also to show the Naples and Marco Island inserts.
- If this is an E + C map, what is the source? Committed by when? Is TIGER included, TIP projects?
- The maps are hard to read at the 8x11 size.
- What does programmed mean? What about Golden Gate City, really need an inset. Also, you should include Charter and Private Schools.

Chapter 2, Page 1

- 808 crashes conflicts with prior chapter statistics.
- Reference to "Tip of the iceberg" should be removed.
- Paragraph 3 – bike crashes have decreased in the past 4 years not 6. Where is the paragraph about pedestrian crashes?
- Explain the data in paragraph 4. Are there more bike crashes but they are less fatal? There are double the amount of pedestrian fatalities (29%) then bike fatalities (16%). What is the conclusion the reader should draw from that? My reaction is build better sidewalks or shared use paths, not bike lanes. Is that the intended take away? This is

directing the reader to expect that since pedestrian crashes are the more fatal crashes the safety focus of this plan should be on keeping pedestrians safer on sidewalks.

- Based on this data, the plan should focus on building better pedestrian facilities, because of the fatalities and serious injuries are the performance measures that the MPO adopted based on FDOT's focus on Vision Zero.
- Indicates that the crash data was mapped and analyzed. Later in the document, it says they didn't analyze the crash data. What exactly did the consultant do?

Page 2:

- This is extremely confusing. If the methodology were included it might be easier to understand. Generally, it states that the cost of bike/ped crashes does not exist but then includes the costs in the table. The text states that the study and FDOT have not developed costs per crash for bike/ped crashes but then the number appears in the table…how? If the numbers don't exist, how were they created? The text also states that no adjustments were made for the difference in types of vehicles (cars vs. bikes) then what is the table showing?

Page 3:

- How was Table 1 created and extrapolated?
- Contributing factors in the text do not match the figure. Aggressive driving 29% or 37% and aging driver 32% or 25% do not correspond to the statement previously that aggressive + aging = 33% of the factors. Depending on which numbers are correct it can be either 54%, 61%, 62% or 69% - this is very confusing data. What age is an aging driver? Is it 65 or older? If it is over 65 – why is the EJ criteria 65?
- The colors in figure 3 are hard to differentiate and compare to the legend. Applaud the use of the MPO colors, but there needs to be more of a contrast between them.
- Pie graph – Is Aging Driver listed as a contributing factor or is this based on age provided in the crash report?
- What about who was at fault (bike, ped or vehicle) along with the contributing factors? This would allow targeted education, enforcement and engineering to reduce crashes.
- Speed of Traffic – need to have a discussion regarding interconnections.

Page 4

- A map of the accidents would be helpful in this section.
- Figure 4 – Why are 70-year-old pedestrians the statistic used for survival rates and not 65-year-old. How is the age of 70 used in the study? Is an aging driver 70 or older? Why is 65 the base for the EJ areas and not 70?
- First full paragraph (below Figure 4) – this should talk about interconnections, parallel road, reducing gated communities, etc.

- Last paragraph – The first sentence cannot be supported by facts and should therefore be removed. Conclusion drawn from the last paragraph is that speed is not a factor in crashes. Is the goal of the plan to eliminate crashes or severe/fatal crashes?

Page 5

- <u>Conclusions drawn are that higher speeds cause death, but that speed does not cause accidents. Recommendation of plan is to slow traffic – but is that the best change to eliminate crashes?</u>
- First full paragraph – where's the survey, it should be provided as an exhibit. This paragraph discusses lighting, but it doesn't present the converse side of the argument regarding lighting such as residents who don't want it or challenges with ongoing operations and maintenance.
- Second paragraph is the 1st time the survey is mentioned. It should be explained better as to what was done, how many questions, etc.
- Third full paragraph (begins Acknowledging this) – ==Need to discuss alternative or parallel corridors==. The last sentence states County staff, what about City staff? Are they off the hook? re-word last sentence for grammar issues. Is there a reference to a solution or policy change in future chapters to address the intersections?
- Road Safety Audits – Only discusses the US 41 and Airport Road (BTW, it is no longer Airport Pulling Road, it is only Airport Road) there are other RSA that have been done by the entities that the MPO participated in.
- Fourth paragraph – what constraint? Is this referring to crashes, size of intersections, the survey and lighting? This seems to be addressing the speeds again and RSA. Should this paragraph be moved? Is this plan supporting the conclusions of the FDOT RSA that recommended reducing speeds on 41? Why is it here? What conclusions were made about that RSA other then it was a good thing to do? If speed does not cause accidents, why is there a concern for slowing vehicles down. If the conclusion is to do a RSA to come up with recommendations to improve facilities, that is a reasonable policy for doing them. Doing a RSA to recommend lowering speed is pre-determining the outcome of the RSA and not a good reason to do one.
- Sixth paragraph – is the conclusion to be drawn that the RSA's should be done in high crash areas where there is a future resurfacing project to get a chance at safety funds? Doing the RSA did not trigger the resurfacing project. The coordination and everyone working together is what should be focused on. Conducting a RSA as a tool to evaluate areas to develop safety ideas or prioritize needs is good but doing a RSA to justify speed reductions or to assume that funding is available is not.

Page 6

- Where is the high crash map? Explain the difference between Table 2 page 6 and Chapter 6 Table 1? Both have the exact same roads listed. Table 2 is the high bike crash corridors with intersections listed and Table 1 is the areas to do a RSA.

- Why weren't all red and orange areas highlighted? Why were some yellow prioritized over the orange areas? Map is bike and ped, but table is only bike – why? Where is the ped – sidewalk table?
- What is the difference between the 2 lists and the 2010 study locations? Are there more areas or less, is this a continued problem or is it getting better? What is the conclusion the reader should draw from this section other than cross referencing it and causing confusion?
- What is the timeframe for Table 2? Is this just a regurgitation of what the MPO did previously or did you look at the latest crash information and adjust accordingly?

Page 7
- First full paragraph – I am unsure what the consultant did for crash analysis, did you just look at location?
- Second full paragraph – Why did the crashes reduce during the economic slowdown? Why are they increasing as the economy has recovered??? Recession was from 2007 – 2009. Rebound started in 2010. Crash data from that time was not evaluated. How can there be a conclusion about the notable reduction in crashes if there is no crash data for that time evaluated? Ped crashes in 2011 was the lowest it has been in the time evaluated but bike in 2011 and 2012 were the highest. The data is not consistent with what the plan is concluding.
- Unreported Bicycle and Pedestrian Crashes – Statement "Crash reports often are limited to events that occur on a public roadway and exclude …" is this plan intended to address those other items as well? Or are you staying focused on the public right-of-way. Delete "Tip of the iceberg" in text and call out box.

Page 8
- The parenthetical in paragraph 1 indicates that the study done in 2013 was not statistically representative of the County. Is the same disclosure made for the entire public involvement effort (noted as a success in all presentations)? The current plan only had the same fraction of 1% of involvement, why is that not disclosed? If the plan makes an effort to point out that 478 responses to a survey should not be considered representative of the county's population, then why is it discussed? It seems discredited and then elevated and analyzed. This is confusing.
- Note the 600 responses that this plan received should also be noted as not representative. What is the point of the disclosure? Why is it not being made for every plan and why is the consultant raving about the success of the involvement if the MPO does not consider it a success?
- Safety Performance Targets are a repeat of page 4 chapter 4. Why are they repeated? Should it direct the reader to focus on fatalities and serious injuries only and not the other crashes?

Chapter 3, page 1 and 2
- Indicates that public involvement was a success because you received 600 comments, however, in the prior chapter you indicate that the # of survey comments only

represented a fraction of the county's total population and shouldn't be considered statistically representative. Don't contradict yourself.

- Was there an on-line survey? What are on-line survey comments? What were the questions/responses? Please explain.
- Page 1 indicates that 20 people signed in for the workshop #1 but the chart on page 2 indicates 16 people attended. Please correct.
- Need to fill in data. You need to talk about where your meetings were held and when? You focus on EJ areas, but were meetings and comment opportunities held in EJ areas and were individuals given ways to comment other than through the internet??
- Page that has engagement process – where and when were the community events, how many committee meetings, how many attended meeting # 2?
- Interactive map – this only indicates bicycle needs, what about pedestrians?

Page 3

- Map does not have a legend, lack of definitions for orange circles with X, blue circles with stars, blue circles with pedestrians, and all colorful lines. Bias to bikes in the map as they were the only marks discussed in the text.
- Why was this area chosen in the map? Is there a reason or was it just as an example?
- Where is the Appendix – what were the responses?
- What were the questions and how many responses could be used per question? Were they allowed to use 3 responses – how can lack of facilities be 81% and driver behavior be 78%? Were these fill in the blank or provided? What was the 'other' answer?
- Figure 2– Is this only for this area? That's it? Countywide?

Page 4
- Figure 3 – Should that say lack of facilities? Or was it specific "bike" facilities. Based on the feedback, I would think stronger recommendations about parallel routes and more network would be included.
- Figure 4 (pie chart) hard to tell what % goes with what category.
- Paths/trails is this considered sidewalks/multi-use paths or off-road trails?

Page 5
- Same pie chart comment.

Chapter 4, Page 2

- RSA usually have short, mid and long-term recommendations – how are all projects identified in a RSA going to get high priority for funding? That is not realistic for the number of projects, the cost of them and funding available.
- What is High Visibility Enforcement? How will the MPO work with FDOT on that effort?

- Should the MPO work with all jurisdictions and agencies not just FDOT to reduce the crashes? Why not work to reduce the number of crashes as well as the severity?
- Strategies –
- Indicates to collaborate with law enforcement to develop enforcement and education techniques. This plan does not help us understand what we should be focusing on. The MPO, County, municipalities, SO and PD's have limited resources. We should focus our education and enforcement on what would be helpful, not just throwing spaghetti at the wall.
- Complete Streets – this plan must have a discussion of what Complete Streets really is. It is not just bike/ped, which unfortunately, it is often construed that way. Please provide a more elaborate discussion.

Page 3
- Notations for the County should also include the other jurisdictions and agencies (City of Naples, CTST, etc.)
- Locate projects in areas with great impacts. This plan is identifying and locating them? Should the strategy be prioritizing projects for funding not locate projects?
- #3 Strategies – Doesn't CAT already provide bike racks at shelters? What are bike parking facilities? Is that a park and ride or a bike locker?
- Safe, convenient and accessible use of transit
- What is the difference between bullet 3 and 4? Similar to issue above – this should be prioritized or select not just locate.
- Bullet 5 – Select projects in EJ areas – does that mean make EJ the #1 priority and everything else does not matter (crashes, locations, etc.)?
- What about supporting walkability in transportation design by working with implementation agencies….
- #4 proper name is Collier County Health Department and Florida Department of Health. What other areas of concern are going to be identified?
- How are projects going to be added to the needs list if they are not in this plan? Not sure I understand the process or intent of this plan. Projects have to be in this plan to qualify for funding. How will projects be added to a needs list?
- I can't comment on what funds to use on projects until I fully understand the list of projects. Some of the projects may not be good candidates for TMA funds particularly if they are on a collector or arterial that is planned for expansion.

Page 4

- What is a lively pedestrian environment?
- What about reduced congestion – travel delay causes emissions and air pollution.
- Walking helps with physical activity, reduces diabetes, …
- Coordinate with implementation agency to develop or suggest areas for wayfinding signs…
- How is the plan selecting projects for access to employment if the only projects being prioritizes are EJ?

- Is #5 geared towards choice recreational riders or for those that must ride for work? Is the goal to provide for both? EJ areas are probably not tourist areas, however areas that the underserved work in may be destinations for work and play but not on the EJ map.
- #6 – how does mode choice protect the environment? Maybe include a reference to street trees here. What about off-road greenways/trails on utility easements? Strategy could be working with agencies to have land-use compatibility.
- Repeat of Ch. 2 page 8 here.

Page 5

- Are the listed bullets the 'Other Performance Measures'? If these are MPO Performance Measures – should they be something the MPO can control? Shouldn't it be the project is prioritized by the MPO and then funded through that prioritization – SU, Box, UPWP?
- How is the MPO planning to measure these targets? Are these measurable by the MPO? If additional work (another study or plan) has to be done to create targets and then measure them – what are these? Explain. Is your only way of measuring this plan based on how many miles are built? If so, that certainly puts the only emphasis on the engineering side, not education or enforcement…

Chapter 5, Page 1

- Role of Policies – I do not fully understand what the MPO's priorities are for this plan, so I am uncertain as to what our role will be.
- 3rd Paragraph starting with, "Often, policies that are…." An ineffective policy can be tracked to education…does that mean that the policy was bad or the education that implemented it was bad? Please explain. What is the idea that is trying to be conveyed? Is it that bad policy created bad implementation or that people misunderstand how to implement it? Is this plan suggesting there be no differences in policies (5' vs. 8' width)?
- Complete Streets Policies – this write up perpetuates the misconception that Complete Streets is bike/ped only, all the time. While I understand the emphasis in this plan, this is not helpful in education of the intent of Complete Streets.
- 4th paragraph – unrealistic. How is teaching a committee (BPAC or CAC) about the Florida Green Book going to create any change in implementation? The implementation agencies already have to comply with statutes, regulations, etc. the MPO should not be teaching that nor does it have the expertise to do so. Are the county-wide standards meant to be inclusive of the cities and other jurisdictions?
- Is the issue with implementation that agencies are not building as fast as the needs (resident's wants) or is it that they are building incorrectly? This makes it sound like the county has no standards and they are implementing bad work.

Page 2 & 3

- What is the Palm Beach MPO complete street policy? Does this plan create a Complete Streets Policy? The suggestion to create one seems to have a lot of description on how to write one. Is that necessary for this plan? Is that part of this effort? The excerpt makes me think that we would broaden our funding strategies to include freight improvements if we are going to implement Complete Streets policies (because it isn't only bike/ped).

- Where is the Appendix?
- Funding Bullet Points – What about new or creative ways to fund?
- Bullet 2 – What do you want on the roads? This plan does not do a good job of summarizing what the desire is. I don't know what the utopia is for these roads.
- Bullet 3 – Why is the County building trails adjacent to the State Roads. Isn't that FDOT's responsibility? And what about other roads beyond state roads.
- Bullet 4 – What about the cities?
- Are there projects identified for SRTS funding? Should there be?
- Any County reference should be to agencies or jurisdictions?
- What does all roads in populated areas mean? Is that Urban Areas?
- Opportunity - Bullet 1 – what about the cities?
- Bullet 3 – How is this going to be coordinated? Will the MPO go to the CCPC? Will the policies adopted in the plan be incorporated into the LDC? Or the other codes in the cities?
- Are the policies actual policies or goals?
- **The intent was that this plan would contain policy requirements or suggestions:**
  - **Size/width of a standard sidewalk, both sides of the street, requirements for construction…**
  - **Create a way to prioritize streets with undeveloped infrastructure or gaps in infrastructure**
  - **List projects recommended as needs by the public**
  - **Bullet 4 under opportunities seems like a policy we are looking for. Need more of these policies.**
    - **If the size, speed and location of the road all matter when determining what the facility should be there should be a policy or at least a table for that recommendation. 6 lane divided highway with design speed of 45 mph in a rural area = bike lane on both sides, a SUP and a sidewalk….**
- Is the reference to County Engineering and Public Works Dept. really intended to mean city and county development review process? Is this going to be applicable to the cities as well? What is the expectation of this? I can't hold up my timeframes based on the MPO's schedule.
- Bullet 6 – this needs to be incorporated in comp plan and land development code?
- How will the MPO comment on plan reviews? Is the MPO going to become a reviewer within the project development/review perimeters? Should the MPO be involved in that?
- Connectivity – does this extend to all local areas not just the county? BTW, need to consult a County Org Chart and identify divisions and departments properly. And where did 100' come from? Is that an industry standard?
  - Is this implying that the MPO should attend CCPC meetings? ? What is the intent of this? Is the MPO going to modify their meeting schedule to meet my review deadlines?
  - What about issues with access management – driveways and interconnections between commercial or connecting roads and no cul-da-sacs.

- The intent was for this plan to draft policies for consideration or recommend policies - not for the County or Cities to develop policies. That is more of what they currently do.

Page 4

- Education and Enforcement Bullet 2 – This should be more targeted educational efforts.
- Maintenance – what does support coordination for maintenance mean?   This is funny. FDOT doesn't want to maintain trail facilities within their ROW. I don't see the MPO weighing in on who they think should be maintaining facilities within their ROW.
- Policy and Code Review – what does the last sentence of the page mean? Does it mean that existing plans address the pedestrian issues – or that they should with collaboration?

Page 5

- 1st paragraph – what additional policies are in the Appendix? Why are they not included in the body of the plan? It is hard to determine if they are acceptable if they are not included and cannot be reviewed.
- Programs? Are these recommended programs for the future? Are these in addition to the toolkit projects listed in Chapter 7? Is the MPO committing to participating / funding / sponsoring / conducting these programs? Why are they listed? Is the policy to conduct these programs?
- Atlanta MPO is funding their programs according to their LRTP – is that the recommendation of this plan – for the MPO to fund these programs?
- A lot of attention in the beginning chapters was given to RSAs – why are they not included as a recommendation to do a RSA to create opportunities for recommendations or strategies for the future.

Chapter 6, page 1

- Paragraph 2 – "MPO and County staff have made great progress implementing previously-identified projects, with the majority constructed or funded for construction." Is this correct? This implies that the previous comprehensive pathways plan implemented most of the needs identified. Is this the intent of the sentence? This is not accurate. There are a great many needs identified in that plan that have not been constructed by the Cities or the County. To say that majority are constructed is inaccurate. To imply that the cities have not had any part of that is unfair. Please revise. A better transition might be to say that those needs were great and that the MPO has redirected its focus to give safety projects a higher priority.
- "Opportunities noted below…" Does this refer to a needs list of projects? Where is that list? Is this sentence intended to be a policy – to have development complete gaps?
- Paragraphs 3, 4 and 5 are very confusing. Please clarify what the intent of these paragraphs is. #3 – that there is a change from the BPAC prioritizing and ranking projects to the MPO Board doing so. #4 – Is this saying that outside of the process FDOT works with MPO staff to fund safety projects? Was the RSA funded with a block grant? Was the resurfacing on 41 funded with a block grant? #5 that MPO staff move

projects into the design phase to take advantage of funding opportunities – what about the priority process?

Page 2
- Paragraph 1 seems like policy. Should this be in the other chapter? What is needed for the LRTP projects? I am unclear based on the plan that was provided. There is not a good place to send our engineers where they can clearly figure out what the intent of this plan is for a specific facility.
- "As projects identified in the last plan had been substantially funded…" This is not accurate. It is a very misleading overstatement.
- Per Chapter 2 – crashes are trending downward not upward. This is conflicting information.
- The methodology for identifying EJ areas can be found in appendix. This is key information that either should be provided or in the body of the text, not in an appendix.
- Third paragraph, what about the cities?
- Identification of Gaps and Needs on Collectors and Arterials
- First paragraph – County staff advised early on in this process that the inventory was incomplete. This plan continued forward and didn't take a step back and make sure that the data they were working with was solid.
- Second paragraph – This would be a great place to have the map of the gaps, not buried someplace else.

Page 3
- First full paragraph – What is high crash? What were the screening criteria? Were these adopted by anyone? The last sentence is contrary to the tables in the contextual guidance.
- Second full paragraph – are these County roads only?
- Third full paragraph – why not the cities too and FDOT???
- Bicycle/Pedestrian Safety Assessments along High Crash Corridors. Why are you only discussing bicycle RSA's? Are you forgetting about pedestrians?
- Map 1 is supposed to be where EJ areas and crashes occur most often but when you look at map 1 at the back of the chapter it is only the map for the number of crashes. Is there a map combining the 2 factors? Should there be – is that the determination of Needs?
- Which map identifies high crash and EJ areas?
- Where is the list of gaps overlaid on high crash and EJ areas? Where is that map?
- "The complete list of gaps in infrastructure is the plan's foundation…" This is not the statements that are being presented with the plan. All presentations indicate that only EJ is being considered, based on this statement the plan implies that the list of gaps is the foundation of the plan? Why was there so much analysis on crashes, I thought crashes and EJ were the basis of the priorities?
- What is meant by the sentence, "It should be noted that effort to identify MUP opportunities adjacent to County roads was by feedback and desktop review."
- Is it policy to consider separated trails as the preferred facility and constructed where ROW allows?
- What are the 171 miles of bike needs and 185 miles of ped needs? Are they gaps, high crashes or EJ areas? Paragraph indicates they are just gaps. This is confusing.

- Map 2 – what are the needs? Legend shows red for no current bike lanes, brown for bike lane on 1 side, blue for bike lane on both sides – so the red is the need and the blue is the existing? The concern from the Seminole tribe was that the blue line that was on US41 for what was ROGG should be removed. Is that because it is not an existing facility – blue or should be red – or they want it off entirely? Very difficult to determine what the need really is – red lines? A list of the projects is necessary and a better legend. Previous E+C map (map #3, page???) indicated nothing for the ROGG. Very confusing.
- Map 3 – is this a needs map or a gap map? Same issue with the legend and hard to understand what the map is intended to show.
- What is the size of a shared use path?
- Text indicates that only a bike RSAs should be done, but table 1 on page 4 lists locations for Bike/Ped RSA corridors. Is there a typo or was the intent only to do Bike?
- This data correlates to crash data (map #1, page ???) – why are yellow areas (3-5 crashes) being considered and not only orange (6-10) and red areas (11-38).
- Any RSA should include coordination with the maintaining agency for the road being reviewed – not just the County.

Page 4

- Table 2 – how were the individual links determined?
- Tables 2 & 3 – need the lists with road name, from and to.
- Are there limits to the corridors in table 1? Are they the same as the ones on the prior list in Ch.2? What was the criteria for this list – High crash corridor – should that mean 3 crashes?
- Please explain the following sentence, "Given this constraint, the decision was made to apply the focus-area criteria of crash occurrence and EJ areas to the needs map to identify the projects that best satisfy the identified criteria."
- How was the need in Map 4 and 5 developed? What is a high number of crashes (red) and how many EJ factors?
- Is Map 4 all the needs of the county? The entire plan has only a need for 7 miles of bike lanes and 1 mile of sidewalks? That does not seem like a lot of projects for a needs plan. Is there a reason to keep the needs small?
- Is Map 4 the top tier of needs because it is EJ plus Crash and Map 5 is a lower tier? The text is confusing when compared to the actual map and legend.
- What is the difference between map 4 and 6 and map 5 and 7?

Page 5

- Has there been considerable progress to building Tier 1 of all the walkability studies? The TIGER grant has made progress on the Immokalee Walkability Study – but are the others being completed?
- Suggesting that the County fund remaining Tier 1 projects in all walkability studies?
- Is the study recommending that the Tier 2 and 3 projects get funded by local groups – not the county? What agencies - CRAs, MSTUs, churches, clubs?
- What methodology was developed based on plan goals? Is that the criteria in the table? How was this developed? How are points allocated and distributed to projects? Is this in the Appendix? There is a matrix behind all the maps titled – Collier Bike and Ped Plan –

LOCAL ROAD opportunities DRAFT. Is that the tabulation of all the needs on local roads scored and ranked? Are those 75 projects all the local needs or is an example of what the appendix shows? Please explain how the points were allocated to the projects and how these few projects were chosen?

- If many local road projects were constructed and the needs plan needs to identify more projects, why are there only 75 on this list?
- The page moves away from the above questions to focus on gaps, transit and EJ areas. Was the table used at all? This is very confusing. Is Map 8 the needs list?

Page 6

- Map 9 is the EJ + Schools and Map 10 is the EJ + Schools + transit…. what are the needs? Are the needs the "127 miles of sidewalk that could be constructed that would facilitate access to schools and transit." Is this the list of needs?
- Does Everglades have a Master Plan?
- Why were only 4 projects from the Marco Island Master List included but all projects on the Naples list were included?
- Immokalee is not a separate entity and therefore did not go through its own public engagement process and council input, so please remove them.
- References to Collier Ave. should be changed to Collier Blvd.
- Are there any tribal maps that should be considered?

Page 8

- Second bullet point – need to have a list and map.
- What is the difference between a greenway and a roadside trail? Is the word trail used interchangeably with path or sidewalk?
- When speaking about the canal system, it is assumed the discussion is related to a sidewalk or a greenway next to it and not a blue way on it or through it for kayaks….and other non-motorized transportation and recreation.
- Is it a policy to add connections between existing trails to widen the infrastructure and add a wide sidewalk or buffered bike lane?
- Last paragraph implies that the County staff made a decision about the plan. Either make it inclusive or all agencies and jurisdictions or limit it to the MPO made the decision…
- Last sentence is confusing. Is the point that there is a need to do more than add bike lanes and fill sidewalk gaps? There should be other policies, needs, areas to review in the plan but ultimately the statement is contradictory to what this plan should be doing – document the needs.

Page 9

- Forth bullet point – Is biking with 3 mile of transit stops the industry standards, does that take into consideration our climate? What about Collier's TDP, does it have any information regarding this?
- Master Plan is suggesting doing additional studies and then the results of the studies be added to the list of projects. What list of projects? How will that be prioritized?

- Please clarify the statements in the Wiggins Pass Rd. study. "Wiggins Pass Rd is one of the few east-west access ways to the beach and is used extensively by pedestrian, bicyclists and cars." Who else needs to use the road – does it need to be a complete street accessible to trucks, school buses, etc. Please clarify the issue. "West of US 41, Wiggins Pass Road has a four-foot sidewalk but no shoulders, which requires cars to either enter the oncoming lane of traffic or follow behind cyclists." What is the issue here – need a share the road sign and a sharrow? did anyone substantiate if the sidewalk is indeed 4' wide? If not, you might not want to put a width.
- **Costs for adjustments during resurfacing should be looked at case by case.**
- Do sidewalk gaps get filled during resurfacing?
- Forth bullet point – Is biking with 3 mile of transit stops the industry standards, does that take into consideration our climate? What about Collier's TDP, does it have any information
- Statements about SRTS are inaccurate. Not just middle schools are eligible, and it is not limited to gaps in existing sidewalks.
- Are these the plan Needs =171 miles of bike needs and 185 miles of ped needs (referenced on page 3 chapter 6). Why is there such a gap between page 3 and page 10? Please have a Needs List, Map and other info. showing how this number was generated. Note – prior reference states bike needs – not bike lanes on collector roads and ped needs not sidewalks on collectors.
- The collector and arterial roads component does not include crashes or EJ – should it? Are they part of the criteria?
- Please explain the difference between sidewalks – local roads – schools + EJ = 146 and sidewalks – local roads – transit + EJ = 160. Is there overlap?

Page 11

- New Development – What about the Cities? They have new development too.
- Is this a list of funding sources meant to be a resource? Maybe that should be in the appendix.
- Has the MPO any experience with the Doppelt Family Trail Development Fund or the Robert Wood Johnson Foundation? Why were those grants highlighted in the plan?
-

Page 12

- Why is there a focus box for the RWJ Foundation Grant for NJ? Recommend deleting the box.
- Does SRTS require a match?

Page 13

- Do these grants do not belong in the text do they even belong in an appendix? AARP Community Challenge Grant – meant for quick fixes – under 6 months from award to complete construction. This is not intended for a sidewalk but for a bench or maybe a bike rack…. shelters take more than 6 months!

Page 14

- Some of these are good policies or goals
- Bullet #3 – coordination for enforcement must include sheriff's office, etc.
- Bullet #4 – Separated trails included in PD&E and design phases - should that policy be for new corridors not resurfacing projects? There is a big expectation for FDOT to add a bike lane and sidewalk for resurfacing projects. These sound like a policy not an implementation action. This was not discussed previously and may be an issue for FDOT (or for any implementation agency that is looking to comply with that). What about the maintenance ramifications?
- Bullet #5 – sounds like a disclosure – please clarify the implementation action intended here.
- Bullet #6 – What is the intent of this? Will the MPO be managing our resurfacing program? Will you be doing that with the cities as well? Do you have staff time to take on these additional tasks?
- Bullet #7 – was this intended to mean the Marco Island City Public Works Dept. or all agencies and jurisdictions?
- Bullet #8 – what does this mean? Immokalee is part of unincorporated Collier County. Clarify that a submission of projects to a list of projects to be prioritized means that the agency can submit projects not included in the Master Plan for prioritization? If the project does not have to be included in the Master Plan, why is the master plan being done?
- Bullet #9 - What is the bicycle and Trail Master Plan? Is that a typo and it means this plan or is it recommending completing an additional plan?
- Bullet #10 – why just the trail system and not the entire Master Plan or the bike and ped network/system?
- Bullet #12 – create a seamless and connected trail network – should that be bike ped network?

Page 15

- Is training on the design manual to the MPO committees appropriate?

Local Road Opportunities Matrix

- List is confusing as to how it was generated, what it the methodology use to get onto this list and what is the criteria for the scoring? What does a 0 points allocation for high crash out of 15 mean? Is the scoring quantifiable/how was it scored and by whom?
- How were the criteria developed and why?
- Pedestrian & Bicycle Crashes (2011-2016) – Map 1 – Map needs to have more inserts and why isn't this in the safety section?
- Bike Lane Gaps (all needs on collector and arterial roads) – Map 2 – this is hard to read with existing and gaps identified. Perhaps you should remove the existing.
- Sidewalk gaps (all needs on collector and arterial roads) – Map 3 – there are areas on this map that are incorrect, that I noted in the initial stakeholder meeting.

- Bike Lane and Shared Use Path Gaps: Collectors and Arterials – Map 4 – this does not seem like that many "gaps". Need a list of these projects and their scoring.
- Sidewalk & Shared Use Path Gaps: Collectors and Arterials – Map 5 – need a list of these projects and their scoring.
- Maps 4 & 5 – This is it, if we build these 2 maps, we have satisfied all of the needs for the MPO? Doesn't seem realistic.
- Local Road Opportunities – Why aren't the gaps identified in this list and scored along side the remainder of the projects.

Chapter 7, page 1

- Revise 1st paragraph. Very confusing. First paragraph, I don't think our Public Works Department has included bike lanes on roads because we don't have a Public Works Department. This paragraph doesn't address the numerous miles of pathways that the County has built in addition to on-road bike lanes.
- Paragraph 2 – very confusing – what is the quote trying to say, explain it or clarify it. Explain the "no way no how" rider, etc. Are these the generally accepted types of bicyclists? Is the Portland office of transportation in 2004 an authority on this?
- Was this spectrum used in any of the analysis in the Plan? Is the goal to get more users to move through the spectrum? Why is this discussed?

Page 2

- This seems geared towards getting more choice riders on bikes, the criteria in the plan seems to be crash data and EJ areas. EJ is not the recreational rider or the choice rider it is the transportation dependent. This seems to be a completely different approach. Why is it introduced at the end? Is it part of the criteria or just extra info that should be in an appendix.

Page 3

- Paved Shoulders – where are you recommending this? Is this part of the needs list – where/what the types of facilities should be? Need to think about permitting ramifications when adding shoulders during a resurfacing project. Depending upon the length of the project you could trigger SFWMD permits.

Pages 3 – 16 – every figure or table # is incorrect.

Page 4

- Rumble – Buffer Bike Lane – what is the BPAC's take on this, in the past, they have not been in favor of the rumble strips. In fact, they have consistently asked FDOT to take them off U.S. 41.
- Bike Lanes – "This facility type should be considered during roadway resurfacing projects and can be used to make connections between trails. Bike lanes are not considered a preferred facility type for developing a community friendly trail system." This seems contradictory or at minimum confusing. Please clarify.

Page 5

- References to Hernando and Citrus Counties – Typo – should say Collier.
- Is this a policy?
- Separated Bike Lanes – This encourages wrong way riding, which according to the MPO's last safety analysis as well as the latest FDOT/MPO RSA (Airport and US 41) was a major contributor to bicycle crashes.
- An example of the green bike lane is Bayshore.

Page 6-12

- recommend toolbox be an appendix.

Page 6

- Two-Stage Queue Box – the graphic nor the explanation give me any more clarity about what this actually is.

Page 9

- 1st Bullet – Need to refer to FDOT policy regarding Road Diets and what should be looked at when contemplating.

Page 10

- Overpasses and Underpasses – where there any areas identified in the plan where this would be applicable?

Page 11

- Geometric Trail Design – this is too much detail for this plan.

Page 12

- Confirmation Signs – Please provide examples of each.
- **Bicycle Facilities for Comfort and Safety – this is all well and good, the plan has lots of maps, but what do you really want?**
- Last paragraph this is a policy that all roadway reconstruction projects have a separated trail facility added during design. Has anyone coordinated with the implementing agencies about this? **Please define Trail.**

Page 13

- Is this guidance part of how the needs were developed or how the policies were determined? Is this part of the policy for facility decisions and how they were ranked?
- Figure 19 – So bicycle facilities are dictated by the pedestrian volume? BTW, this contradicts your prior recommendations.

Page 14

- Highlighted rows are relevant to Collier County – what table is that referring to? How is this used? Please explain Table 1 – what SIS facility has a minimum of 65 MPH AND a 5' sidewalk? Is this I-75 – are there bike/ped facilities on it?

Page 15 & 16 – I don't know that these cross-sections add value. When are these applicable? No on-road facilities at all? Multi-use path on one side??? When did 15' become a standard for a multi-use pathway?

There should be a conclusion to the plan.

Comments on the Bike/Ped Master Plan Draft   9/21/18

I started out with a much longer list, but have edited it to these general comments after reading the County comments, with which I concur and don't need to duplicate. Since the County comments were more technical in nature, I will comment on broader conceptual issues.

EJ MAPS

I have previously expressed my concerns with the EJ maps and the fact that they are not accurate. It is my opinion that the Census Block Group level of analysis is not adequate, and we should have additional filters and local knowledge applied. Since EJ is one of the two foundational criteria from which the plan is derived, this is troubling. The inaccuracy of the EJ maps throws the rest of the maps into question.

CRITERIA

This plan identifies the two main criteria as Safety and Equity. This approach is laudable, but I think it is missing some other necessary elements that should be considered if our goal is to create a connected network that benefits the most people. Mainly, destinations and population density. Where are people going, and where are they coming from? The previous 2012 Comprehensive Pathways Plan (CPP) included an analysis of destinations, including employment centers (work), shopping, government services, schools, parks, transit, etc. The plan also assigned buffers to the destinations based on walking and biking distances. The Needs list was based on proximity to the destinations, and the neighborhoods from which people originated.

This plan and set of maps is not real clear about how it is to be used to establish a Needs list, set priorities and select projects. If I understand it correctly, the Gaps represent Needs? And the EJ plus Crash criteria are layered on the Gaps to create Tiers, such as:

> Gaps + EJ + Crash = Tier 1
> Gaps + EJ = Tier 2
> Gaps = Tier 3

On the maps, Gaps are equated to Needs - however, the two do not necessarily correlate directly. Not all Gaps are Needs. The destinations need to be understood in order to differentiate between a Gap and a Need. An example of this is on Maps 5 & 7, where SR 29 is shown as a Tier 2 Sidewalk Need, when there are few destinations within walking distance. Yes, there is a Sidewalk Gap on SR 29 but is there really a Need? How many people walk from Immokalee to Everglades City? Many people bike this route, but few walk it.

And Safety is not necessarily location or facility-specific – as discussed many times in the BPAC meetings, the solution is not always to add facilities in the crash area. Sometimes the solution is to trim the hedge blocking the sightline, or shift the bike/ped traffic to a safer parallel route, add a mid-block crossing or

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P.O. Box 111841, Naples, FL 34108 ■ Phone 239.263.4029 ■ Cell 239.777.5806 ■ Fax 239.594.7091 ■ www.UrbanGreenStudio.com

consolidate driveways. The appropriate solution isn't known until an RSA is done. So it would be difficult to summarize a specific project Needs list simply based on crash locations.

The result of having only Safety and Equity as criteria results in the Tier 1 segments as shown on Maps 4 & 5 – many of which are isolated and not getting us any closer to a connected network. The lack of destination locations prevents us from identifying the segments that are important to connect.

It is not clear how the Local roads are to be prioritized vs. the Collectors & Arterials – which are to take precedence? Obviously, the Local roads are not where the crashes happen, and they would serve a much smaller number of people. Is the intent to position the Local Roads for a certain type of funding – SRTS, etc?

PUBLIC INVOLVEMENT

How are the 600+ comments generated from the online map going to be documented and represented? Will there be a map referencing the comments in an Appendix? Aside from just drawing broad conclusions about safety & connectivity, were comments about specific safety concerns and locations taken into consideration on any of the maps? If a specific location generated a high number of comments, how are those comments reflected in this plan?

GENERAL

The Greenway section neglected to mention the Rookery Bay Greenway, which has been discussed and was previously shown on the Regional Non-Motorized Transportation Systems Map.

Suggest that once the plan is finalized, that we create a Strategic Plan which would match up particular Needs list segments with appropriate potential funding sources. And then prioritize projects in order to have projects vetted and ready to submit when various grant funding cycles come around.

Suggest we create a RRR Map of roads that are known to be constrained, where the only potential way to add facilities is through restriping. Coordinate this map with Road & Bridge maintenance, so they have lead time to get any necessary design work done ahead of the actual resurfacing schedule.

EXISTING FACILITIES ON US 41 & SR 29

Per the 8/27/18 TAC meeting minutes:

Ms. McLaughlin stated that the bike lanes on US 41 between San Marco Road and SR 29, and on SR 29 from Everglades City to Immokalee will be removed from all maps in the plan. This removal is a result of consultation with the Miccosukee Tribe last year when the Board was discussing the River of Grass Greenway. Their identification as need in this draft was in error because it contradicts the Board resolution and the Board's Government to Government communications policy in that the Tribe has not been consulted.

I strongly object to this, on several points:

1.   The bikes lanes on US 41 and SR 29 **are not identified as needs – they are existing.**

2.   The decision the Board made was to take the line for the existing shoulders off of the Regional Non-Motorized Transportation Systems Map. Their decision was specific to that map; I don't
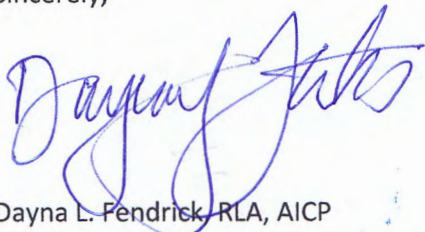
believe their intent was to replicate that on every document going forward, or that they were aware of that implication.

3. The Board subsequently did not even endorse or adopt the Regional Map - so how is a map that was not adopted being used as a constraint on all other maps??

4. Not showing the existing shoulders would be very detrimental to Everglades City, Immokalee and the other rural areas. Everglades City did not have good representation on the Board at the time.

5. The Existing + Committed Facilities Maps (Map 2 & 3) is a planning analysis document. If you can't show existing facilities accurately, you are undermining the resulting analysis and planning process.

6. It would be highly irresponsible for the MPO, as a public agency, to put out an inaccurate and misleading plan for public use.

7. Why not just set up a consultation with the Tribe to review the map? To be clear – **there are no proposed facilities on US 41 or SR 29 on these maps** – these are existing facilities.

MAP CORRECTIONS

I have redlined several of the Maps with corrections, attached.

Sincerely,

Dayna L. Fendrick, RLA, AICP
Bicycle Pedestrian Advisory Committee member.
URBAN GREEN STUDIO

TAC Member Comments on Draft Bicycle and Pedestrian Master Plan

OBJECTIVE: For the Committee to receive a copy of TAC member comments on the Draft Bicycle and Pedestrian Master Plan

CONSIDERATIONS: At the TAC meeting held on August 27, 2018, committee members made the following comments on the draft Bicycle and Pedestrian Master Plan:

- Error in sidewalk cost, should be 200K not .02
- Explanation of how the local roads list was prioritized
- Describe level of coordination with County Parks and Rec
- Greater explanation of what EJ is
- Discussion on anomalies in EJ data as a result of being gathered at block group level
- Maps and charts need to be clearer, maps should be larger
- Having maps at ends of chapters is confusing, would be better if placed with matching text
- Explain what "aging driver" means when listed as contributing factor in crashes
- Explain rational of listing a sidewalk as a need where there is no development
- Explanation of how data was acquired
- Just because something is feasible does not mean it is also a need
- Suggestion to make some clarifications to the EJ data/maps
- Road (re)construction should plan ahead to incorporate bike/ped infrastructure into the design even if it is not going to be built now lower the cost of retrofitting later

Collier County Transportation Planning subsequently submitted the comments shown in **Attachment 1**. Addressing all of the comments received will require additional research, analysis, and reporting. The MPO will bring a revised draft plan back to advisory committees for review later this fall.

STAFF RECOMMENDATION: That the Committee receive a copy of TAC member comments on the Draft Bicycle and Pedestrian Master Plan

Attachment 1: Collier County Transportation Planning comments on BPMP

Prepared By: Anne McLaughlin, MPO Director

Being either obese or overweight increases the risk for many chronic diseases (e.g., heart disease, type 2 diabetes, certain cancers, and stroke). Reversing the Collier County obesity epidemic requires a comprehensive approach that uses policy and environmental change to transform communities into places that support and promote healthy lifestyle choices for all Collier County residents. Lack of access to safe places to play and exercise contribute to the increase in obesity rates by inhibiting or preventing healthy active living behaviors.

Objectives:

1. Increase physical activity or limit sedentary activity among children and youth
2. Create safe communities that support physical activity

Strategies:

1. Increase total miles of designated shared-use paths and bike lanes relative to the total street miles (excluding limited access highways) maintained by a local jurisdiction.
2. Increase total miles of paved sidewalks relative to the total street miles (excluding limited access highways) maintained by a local jurisdiction.
3. Local government has a policy for designing and operating streets with safe access for all users which includes at least one element suggested by the National Complete Streets Coalition (http://www.completestreets.org).

In all-user street design policies, such as the Complete Streets program, local governments incorporating at least one of the following elements in a policy will enhance traffic safety and promote healthy lifestyle choices:

- specifies that "all users" includes pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities;
- aims to create a comprehensive, integrated, connected network;
- recognizes the need for flexibility: that all streets are different and user needs will be balanced;
- is adoptable by all agencies to cover all roads;
- applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way;
- makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions;
- directs the use of the latest and best design standards;
- directs that Complete Streets solutions fit within the context of the community; and
- establishes performance standards with measurable outcomes.

Reference:

Centers for Disease Control and Prevention. *Recommended Community Strategies and Measurements to Prevent Obesity in the United States.* Suggested measurements #17, #18, #23 https://www.cdc.gov/mmwr/preview/mmwrhtml/rr5807a1.htm (Accessed Oct. 3, 2018)