

**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.

**October 16, 2018 Meeting Minutes**

**1. Call to Order**

Mr. Bonness called the meeting to order at approximately 9:00 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  
Andrea Halman, At-Large  
Reginald Wilson, At-Large  
Dr. Mort Friedman, At-Large  
Anthony Matoni, At-Large

**Members Absent**

Jane Cheffy, At-Large  
Victor Ordija, At-Large  
Joe Admas, At-Large

**MPO Staff**

Anne McLaughlin, MPO Executive Director  
Eric Ortman, MPO Senior Planner  
Karen Intriago, MPO Admin. Assistant

**Others Present**

David Agacinski, FDOT  
Lorraine Lantz, CC Transportation Planning  
Patty Huff, Citizen  
Michelle Avola, Naples Pathways Coalition

**3. Approval of Agenda**

**Ms. Halman: I move to approve the agenda.**

**Dr. Friedman: I second the motion.**

**THE MOTION CARRIED UNANIMOUSLY.**

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

Ms. Fendrick stated that her reference to integrating smart growth principles into the master plan had not been included in the minutes. Mr. Matonti stated that he had been late to the last meeting but had attended. Mr. Ortman stated that these changes would be made to the August 21 minutes.

*Ms. Fendrick moved to approve the August 21, 2018 minutes with these two changes. Second by Mr. Matonti. Carried unanimously.*

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

Ms. Huff stated that the Florida Bicycle Association recently held their quarterly board and annual membership meetings. The Association's Executive Director travels the state including visiting MPOs; the Association is active in promoting bicycle pedestrian topics and potential legislation including laws on texting while driving and the move over (for bikes) law. Ms. Huff mentioned that the number of bike-oriented trail towns is growing throughout Florida.

**6. Agency Updates**

A. FDOT

Mr. Agacinski stated that the week of October 27 was FDOT Mobility Week and that other mobility events could be forwarded to him for inclusion on the FDOT website. Other events noticed during FDOT's update included a NPC Heart Walk on November 3<sup>rd</sup> and a 5-k run on November 2<sup>nd</sup>. Ms. Lantz noted that the BCC calendar on the Collier County website listed BCC sanctioned events and that separate agencies within the County kept their own calendars. Ms. Huff stated that the Florida Bicycle Association lists all bike events on its calendar.

B. MPO

Ms. McLaughlin stated that all MPO items would be covered in the agenda.

C. Collier County

Ms. Lantz stated that the County was not awarded a Safe Routes to School grant for Shadowlawn Elementary and that the County would resubmit an application next year.

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

Ms. McLaughlin stated that the many comments received on the draft Bicycle & Pedestrian Master Plan were leading the MPO to seek additional input, clarification and sense of direction, and would also require additional analysis, GIS work, rewriting, and revisiting policies contained in the draft plan.

Ms. McLaughlin stated that the Environmental Justice methodology used relied on Census Block Group data which resulted in multiple anomalies. As a first step to reduce the number of anomalies, conservation areas and areas of primarily non-residential use would be deleted. Areas of high-end residential development would also be considered for potential removal. The MPO has not been able to acquire data at a smaller geographic level than block group and will use local knowledge, which is permitted by federal guidance, in further refinement of the EJ areas.

Ms. McLaughlin stated the existing conditions and other maps had raised questions about map accuracy and legibility. The initial existing conditions map had mistakenly crossed the data with the legends. There were also differences in interpretations of the inventory data. Ms. McLaughlin noted that work on an existing conditions map is never finished and the map is never completely correct. Many judgement calls were required, and many hours were spent with Google Earth. One example of a judgement call is on East US 41 where there appears to be a bike lane with dashed lines through intersections but no pavement markings elsewhere denoting it as a bike lane. Another example is a five-foot facility that she would consider a sidewalk while others call it a shared use path. Staff is continuing to work on the map and will bring drafts back to the committees.

There was a brief discussion on what the county has mapped with respect to physical assets and bicycle and pedestrian facilities. Currently, the MPO must map the bicycle and pedestrian facilities that it feels are most critical.

Ms. McLaughlin noted that it was not the MPO's intention to exclude existing facility conditions on East US 41. The MPO Board has requested that Ms. McLaughlin develop draft policy language for any MPO proposed changes to the East US 41 roadway to explicitly include consultation with the Miccosukee tribe.

Ms. McLaughlin noted that the Florida Department of Health has suggested that an additional health goal be added to the plan's goals and objectives and has offered a draft policy for inclusion in the plan. Mr. Wilson reads excerpts from the draft policy. Committee members expressed a consensus that such a goal be added to the plan.

Ms. McLaughlin noted that the interactive Wiki map had generated more than 300 comments but that they had come from 25 unique user IDs with 250 coming from one person. Mr. Musico stated that the 250 comments were comments gathered from Marco Island residents and that he had done the data entry. Ms. McLaughlin noted that comments addressing other areas had been offered by about 20 people and that most of the Wiki map comments were clustered on the coast and US 41 near Everglades City. There were very few comments from areas such as Immokalee and other areas where there are known to be bike/ped crash clusters. Ms. McLaughlin noted that crash clusters serve as a proxy for usage as it is both difficult and expensive to get input from Environmental Justice communities. Mr. Musico disagreed stating that crash clusters were more a reflection of the posted speed limit than of usage.

Ms. McLaughlin stated that GIS overlays would be used to further analyze the data and expand the needs categories beyond just safety and Environmental Justice to include recreational and transportation needs for bicyclists and pedestrians. Ms. McLaughlin noted that there seemed to be committee support for facilities that are appropriate for all ages and all abilities.

Discussion followed on the needs and differences of recreational and transportation riders, whether pathway facilities should be classified as recreational or transportation, and the maintenance responsibilities resulting from the classification. Ms. McLaughlin stated that bike/ped facilities located in urbanized areas should all be

considered transportation facilities. Committee members suggested other criteria, such as the number of destinations and population density.

Ms. Avola stated that while using an urbanized density as a criterion may be valuable, it does not include those who depend on walking and biking as their only means of transportation who may be coming from rural areas. She noted that the NPC Lights for Bikes program was serving people who lived in rural areas but who commuted to urban areas. Roads are not classified as transportation or recreational facilities so why should bike facilities be classified in this manner. Mr. Musico stated that the only facilities that should be classified as recreational are those facilities that people drive to use. Mr. Bonness stated that separation of bike facilities was needed on roads with higher posted speed limits.

Ms. McLaughlin presented a table that blended together design guidelines from NACTO, AASHTO and the FDOT Green Book. The table shows that the AADT for many Collier County arterials far exceed those considered in the design guidelines, which requires adjusting the guidelines to be applicable to Collier County. Ms. McLaughlin referred to a preferred cross-section in the draft plan which showed a shared-use path on one side and a sidewalk on the other side. Crossing these high traffic arterials is very difficult. Shared use paths on both sides of the street and bike lanes for those comfortable riding in the road are needed. There are few opportunities for parallel routes for most of the arterials in the county.

Ms. McLaughlin began a discussion on the role of the MPO and local jurisdictions in policy making. Collier County Transportation Planning wants the MPO to provide clear design guidance but is that what the BCC wants. There seems to be support from Transportation Planning for shared use paths and shoulders, but a Complete Streets policy remains to be discussed. Ms. McLaughlin stated that she would like to have County input on guidelines and policies before another draft is issued. Ms. Lantz stated that Transportation Planning is looking for recommendations and policies that the MPO thinks the County should institute as well as potential changes in the Land Development Code. Transportation Planning is looking to the MPO for design standards which the 2012 Plan fell short on.

Ms. McLaughlin stated that if any Complete Streets policy is adopted, the County wants it to include freight, and that to understand FDOT's Complete Streets policy, one has to fully understand the FDOT Context Classification System and design recommendations. Ms. McLaughlin raised a question of whether the policy should be that the MPO would only fund Complete Streets approaches; or should the MPO only encourage local entities to adopt a Complete Streets policy.

Discussion continued over how Complete Streets and Context Sensitive design policies could or should be implemented; and how geographical restrictions and right-of-way issues influence design. Mr. Bonness suggested that perhaps the plan should suggest a preferred cross-section. Ms. Fendrick said that if federal dollars are being used, the MPO should have input on design guidelines. Ms. Fendrick stated that the MPO should take more of a leadership role and that she would like to see more design guidelines in the plan that should also be applied to lower functionally classified roads. Dr. Friedman agreed with Ms. Fendrick, stating that the MPO should be a leader and an advocate for change. Mr. Bonness was in favor of design standards and policies that were as complete as possible. Ms. Lantz noted that the definition of Complete Streets may vary between jurisdictions.

Ms. Huff stated that two-lane roads such as US41 and SR29 were not included in the design matrix; they are 45 mph roads but are only 2-lanes. Ms. McLaughlin stated that these road types need to be added to the matrix.

Mr. Matonti asked if after the Board adopted the plan would it then go to BCC or City Councils for further adoption? Ms. McLaughlin noted that since all BCC members are also on the MPO Board she believed that, for all practical purposes, she was speaking to the BBC as well as to the Cities of Everglades City, Marco Island and Naples when she addressed the MPO Board. Ms. McLaughlin stated that she tries to keep the MPO out of

decisions that should be made internally by the County. After the BCC adopts a policy, it could be brought to the MPO Board as adopted County policy. The MPO's role would then be to ensure a level playing field between the county and cities. The MPO does not want to get ahead of BCC policy if county staff will not support the MPO. Ms. McLaughlin has urged the head of the Growth Management Department to have County staff speak with one voice when it comes to MPO policy considerations.

Discussion turned to design standards. Mr. Matonti asked if the MPO was in support of Complete Streets and federal guidelines for major arterials, or if there was a question of support from the County. Ms. Lantz stated that the County uses this and other plans by incorporating them by reference. After the MPO develops the policies in the plan, the County, after understanding and being on-board with these policies, includes them in County documents and projects, and in working with developers. Ms. Lantz stated that the previous pathways plans had not gone far enough to recommend specific policies.

Ms. Halman asked if design standards would result in certain places not getting bicycle and pedestrian facilities due to inadequate space. Mr. Bonness stated that any design standards need to be context sensitive and flexible to accommodate various topographical and other impediments. Mr. Musico sees the role of the MPO in the plan as integrating the policies of each jurisdiction. Some towns such as Marco Island have mature plans whereas the County has a less mature plan and that the MPO plan may be used to assist the County. Mr. Musico stated that the MPO role is to develop standards that can be adapted to the local environment but that final decisions rest with the BCC or other local jurisdiction.

Ms. McLaughlin spoke of how design guidelines are pivotal to any policy discussion, stating that Chapter 7 of the draft plan would be converted into design guidelines adjusted for Collier County and be moved in front of a combined policy and implementation chapter so that it may be used to inform policy discussions. Ms. McLaughlin noted that any standards recommended by the plan needed to be flexible enough to meet the different circumstances throughout the county. Ms. McLaughlin suggested that the plan might be best served by having a few distinct clear policies that stated what the MPO's role is. These policies should also align with FDOT policies because FDOT is the major source of funding for bike/ped projects..

Mr. Wilson stated that collectively, the advisory committees provided a wealth of expertise to the MPO Board and asked how this expertise was reflected in MPO recommendations. Ms. McLaughlin stated that the advisory committees have considerable credibility with the Board, and that it is important for the Board to hear what the committees think, but that the Board is the ultimate decision maker for the MPO. It is incumbent on staff to provide the best possible information to the advisory committees to aid them in their decision-making process.

There were no more comments or questions from Committee members. Ms. McLaughlin stated that she had sufficient input to begin redrafting the plan which would be brought back to the committees.

## **9. Member Comments**

Mr. Bonness stated that the Iron Joe Turkey Ride would be held on November 25. Mr. Matonti stated that a "tactical urbanism" demonstration project might be valuable and can be done at low cost, for example, using paint to temporarily delineate one travel lane as a bicycle lane. Ms. Halman informed the committee that Immokalee held a Ciclovía on the first Saturday of each month. Ms. Huff stated that maps being used in the Bike Ped Master Plan should contain an insert for Chokoloskee.

## **10. Distribution Items**

A. 2019 MPO Meeting Calendar.

**11. Next Meeting Date**

November 20, 2018 at 9:00 a.m.

**12. Adjournment**

With no further comments or items to attend to, Mr. Bonness adjourned the meeting at approximately 11:00 a.m.