

THE MOTION CARRIED UNANIMOUSLY.

4. Approval of the March 26, 2018 Meeting Minutes

Mr. Tuff stated that the March minutes did not reflect the committee's consensus that population density should be reflected in the scoring criteria. Mr. Ortman stated that he would make this correction and forward the revised minutes to committee members.

Ms. Homiak: I move to approve the minutes with the added correction.

Mr. Tuff: I second the motion.

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

None.

6. Agency Updates

A. FDOT

Ms. Peters stated that the Department had added six-foot buffered bike lanes to both sides of the road on the resurfacing project on SR951 between the Judge Jolly Bridge and Fiddlers Creek. Ms. Peters stated that the Department was trying to incorporate Complete Streets aspects into 3R (reconstruction, rehabilitation, resurfacing) projects where feasible.

B. MPO

None.

7. Committee Action

A. Endorse 2040 Long Range Transportation Plan (LRTP) Amendment

Ms. Otero introduced Mr. Blain of Tindale-Oliver Associates stating that the amendment had a very narrow focus and was not re-examining the entire 2040 plan. Ms. Otero stated that this was the last time this would be brought to the Committee and the Board would take action on the amendment at the May Board meeting.

Mr. Blain updated the Committee on the work to date on the amendment. (The power point that was used in the presentation is available to anyone who requests it.) Mr. Blain stated that there had been some changes to the Cost Feasible Plan based on coordination with the County since the last update. The purpose of the amendment was to update the socioeconomic (SE) data and the Needs and Cost Feasible Plans as a result of the Rural Lands West (RLW) development. Mr. Blain stated the SE update used the same methodology that was used in the LRTP for large developments with 80 percent of the projected development growth included in the SE data.

Mr. Blain stated that the SE data was reallocated used a three-tiered approach. The first tier reallocated the SE data from the original Big Cypress development which was spread over six Traffic Analysis Zones (TAZ) to four TAZ for the RLW development. The second tier removed growth for potential Stewardship Sending Areas. The third tier was a proportional reduction in areas east of Collier Boulevard except that

growth in certain higher growth areas, e.g., Immokalee and Orangetree, was not reduced. Mr. Blain stated that the result of the SE re-allocation was that 3,500 dwelling units and 2,400 jobs were being reallocated. Mr. Blain stated that this reallocation makes up a relatively small percentage of the total growth being projected east of Collier Boulevard of 48,000 dwelling units and 32,000 jobs. Mr. Blain stated that the amendment was limited to accounting for the traffic impacts of the SE reallocation and that the MPO was not involved with approving or denying the actual RLW development.

Mr. Blain explained the transportation network alternatives and their associated costs that were being evaluated to accommodate future anticipated travel demand resulting from the RLW development. The alternatives included changes in the Randall Boulevard/Oil Well Road corridor, Big Cypress Parkway, and the extensions of Vanderbilt Beach Road and Golden Gate Boulevard. Mr. Blain stated that the adopted Cost Feasible Plan was \$2.32 billion; the two alternatives being evaluated would add approximately \$150 million to the Cost Feasible Plan.

Mr. Blain explained the Board actions taken leading up to the LRTP adoption in December 2015 which resulted in approximately \$122 million being parked in a local improvements box. The top two local projects that are currently not funded in the Cost Feasible Plan are the extension of Vanderbilt Beach Road and the Randall Boulevard/Oil Well study area. Mr. Blain updated the committee on the current status of these two projects. Mr. Blain stated that the County has expressed a preference that the \$122 million in the local improvements box be used for either one or both of these projects.

Mr. Blain stated that a public meeting was held and that the primary comments received were opposition to extending Vanderbilt Beach Road, and opposition to the “S-curve” between Randall Boulevard and Oil Well Road specifically connections to northeast 27th, 29th and 31st Avenues. There were also three people who spoke against the “S-curve” at the April Board meeting.

Discussion ensued amongst committee members. Ms. Brown stated that she felt the amendment was premature as the County had not yet planned for the development. Ms. Brown stated that Immokalee needed a way to egress the area in case of an emergency; and also needed a traffic light at the intersection of SR29 and Westclox Road. Ms. Otero stated that the decision on which projects should be done in the study area would be made by the Board of County Commissioners and not the MPO. Mr. Shirk stated that the amendment did not change anything that was already in the Cost Feasible Plan. Ms. Otero stated that this amendment strictly looked at the impacts of the RLW development and did not open up the Cost Feasible Plan. Mr. Ortman stated that there was one public speaker on this topic.

Ms. Halman stated the importance of Little League Road as a means for people to evacuate the area in an emergency. Ms. Otero stated that Little League Road was included in the Cost Feasible Plan and that no change had been made to the road in the Cost Feasible Plan. Discussion ensued on Little League Road.

Ms. Lantz stated that there were two construction projects on SR82 and SR29 in the current TIP and that FDOT continued to work on design for other sections of the two roads. Ms. Lantz stated that the analysis for the amendment was confirming the need for improvement in the Randall Boulevard/Oil Well study area and that the County would like to allocate the funds to that area once the study was completed. Mr. Ortman stated that there were five or six projects on SR29 between Agricultural Way and the Hendry County Line and two projects on SR82 between SR29 and the Hendry County Line in the current TIP.

Ms. Brown asked that a future study of the need for a traffic signal at SR29 and Westclox be done. Ms. Brown expressed concern that projects being evaluated for the amendment were moving ahead of Little League Road. Mr. Blain stated that Little League Road was not being touched and that the Board realized the importance of Immokalee. Ms. Brown asked for the criteria that were used in the development of the LRTP Cost Feasible Plan.

Mr. Tuff: **I move to endorse.**

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

THE MOTION CARRIED 7-1 WITH MS. BROWN BEING OPPOSED.

B. Endorse FY2018/19 – FY2019/20 Unified Planning Work Program (UPWP)

Ms. Otero stated that several changes had been made since the committee had previously seen the UPWP. The significant changes were to revise the de-obligation amount to \$177,000; and add \$200,000 to Task 5 in Surface Transportation Program Funds Anywhere (SA) for a Strategic Highway Safety Plan that will be managed by the MPO. Other changes included revising the Cost Analysis Certification forms, revising the FDOT soft match, adding the website update to the UPWP, addressing all comments received and other minor changes. The public comment period began on April 19 and will end on May 10; the Board will be asked to take action on the UPWP on May 11.

Mr. Tuff: **I move to endorse the Unified Planning Work Program.**

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

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C. Endorse 2018 Project Priorities

Mr. Ortman stated that historically the Board had allocated its Transportation Management Area (TMA) Surface Transportation Urban funds (SU) according to a 40/40/20 split with bicycle and pedestrian projects and congestion management projects receiving 40 percent and bridges 20 percent. A couple of years ago, the Board changed the policy whereby the allocation would now be 100 percent of SU funds allocated on an annual rotating basis with bicycle and pedestrian projects receiving the funding in years one and four, congestion management in years three and five and bridges in year two.

The 2018 priorities will be programmed for funding in FY24. The funding will be allocated to bridges; the top two bridges are 16st St NE and 47th Ave NE. The County is working with FDOT on the timing of either of these bridges to coordinate with the extension of Vanderbilt Beach Road.

Mr. Ortman stated that the TAC had endorsed the priorities in the morning with the exception of the congestion management priorities. The TAC had a discussion on the current relevancy of the congestion priorities in light of recent projects being completed or changed. Mr. Ortman stated that congestion management priorities would not be eligible for funding for another year and a half which would allow ample time to correct and issues with the congestion management priorities. Mr. Ortman stated that the TAC had also discussed, but taken no action on, whether transit priorities should be included in the allocation of the TMA/SU funds.

Ms. Homiak: **I move to endorse the 2018 project priorities.**

Mr. Tuff: **I second the motion.**

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8. Reports and Presentations (May Require Committee Action)

A. Golden Gate Community Walkability Study

Ms. Habgood stated that this study was the fourth walkable community study and one of the largest. (A copy of the power point is available upon request.) Golden Gate City is four square miles, has a population of 30,000 and contains 76 miles of roads. Ms. Habgood stated the goal of the plan was to develop a prioritized list of projects that could be folded into the LRTP, included in the Bicycle & Pedestrian Master Plan, or otherwise implemented.

Ms. Habgood stated that a lot of people currently walked or used transit in Golden Gate City. Extensive public outreach was done which included bicycle and walking audits, windshield surveys, and stakeholder meetings with school officials, the business community and technical staff.

Ms. Habgood stated that the overall Level of Service for Golden Gate was E but that LOS grades were not the same as school grades and that depending on the community a LOS of E could be entirely acceptable. An analysis of where to prioritize investments was also done based on proximity to schools, transit stops, and bicycle and/or pedestrian crashes. Based on public outreach, LOS grades, locations of schools and transit stops, and bike/ped crashes this analysis led to areas where investments should be prioritized.

Ms. Habgood stated that in addition to infrastructure improvements the plan developed other non-infrastructure improvements that could be successfully used. Examples include painting crosswalks and early student dismissal to alleviate the number of conflicts between pedestrians and vehicles. Mid-length projects included aspects of complete street policy and completing gaps in sidewalks. Longer term recommendations included consideration of roundabouts, enhanced transit stops, and widening existing sidewalks around schools. Ms. Habgood stated that the most frequent need of Golden Gate City residents was the need for additional lighting.

Mr. Shirk asked whether suggested use of the painted sidewalks in Golden Gate City could be expanded. Mr. Tuff commented on the density of people walking in Golden Gate. Mr. Sherman stated that the purpose of the report should be more explicit and included in the final report. Ms. Habgood stated that the consultant was in the process of developing draft recommendations and a draft report; adoption by the MPO Board is scheduled for June.

B. Update on Transit Fare Study

Ms. Otero stated that the MPO, Collier Area Transit and a consultant had been working on the transit study for the past eight months and that Mr. Deleon would be giving the presentation. Mr. Deleon stated that it is recommended that fares be evaluated every five years. The last time the fixed-route fares were evaluated was 2009 and 2012 for paratransit. The purpose of the study is to determine to what extent a change in fares would impact ridership and that any fare change was fair and equitable.

Mr. Deleon stated that the study has been endorsed by the Local Coordinating Board and the Public Transit Advisory Committee. The study's main recommendations are:

- Increase one-way fare from \$1.50 to \$2.00 with a free 90-minute transfer
- Reduce the day pass from \$4.00 to \$3.00
- Eliminate the 7-day pass and replace with 15-day pass at half the cost of a 30-day pass
- Increase the cost of a 30-day pass from \$35 to \$40
- Increase the cost of the Marco Express from \$2.50 to \$3.00
- Keep the fare for paratransit constant at \$3.00; \$1.00 for reduced fares

- Reduce fares for college students and military personal
- Create the capability to purchase bus passes on smart phones

There was a brief discussion about having routes between Lee and Collier County. Mr. Deleon stated that such a route exists and that it was LeeTran's most used route.

Mr. Sherman: **I move to endorse the Transit Fare Study.**

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

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9. Member Comments

Ms. Brown asked what needed to be done to have a traffic study at Westclox and SR 29. Mr. Ortman stated that FDOT had done multiple traffic warrant studies at this intersection. Mr. Shirk stated that the warrant study may have been done in the summer when pedestrian traffic was less. Ms. Peters stated that she would look into when the last warrant study was done and whether another warrant study could be done. Ms. Brown asked if the 40-mph speed limit could be reduced on SR29; people barrel into town after the curve by the Popeyes.

10. Distribution Items

None.

11. Next Meeting Date

May 21, 2018 at 2:00 p.m. in the Main Conference Room at 2885 South Horseshoe Drive. Mr. Ortman stated that there would also be a special stakeholder meeting at 10:30 a.m. on the same day in conference rooms 609/610 at 2800 North Horseshoe.

12. Adjournment

With no further comments or items to attend to, Mr. Shirk adjourned the meeting at approximately 3:45 p.m.