

**TECHNICAL ADVISORY COMMITTEE
OF THE
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Growth Management Division
Planning & Regulation, Rooms 609 & 610
2800 North Horseshoe Drive
Naples, FL 34104
9:30 A.M.**

April 30, 2018 Meeting Minutes

1. Call to Order

Mr. Holland called the meeting to order at approximately 9:30 a.m.

2. Roll Call

Ms. Gonzales called the roll and confirmed that a quorum was present.

TAC MEMBERS PRESENT

Andy Holland, City of Naples Planning, Chair
Michelle Arnold, Collier County PTNE, Vice-Chair
Lorraine Lantz, Collier County Transportation Planning
Debbie Brueggeman, Collier County Airport Authority (Alternate)
Dan Hall, Collier County Traffic Operations
Gregg Strakaluse, City of Naples Streets and Stormwater
Tim Pinter, City of Marco Island

TAC MEMBERS ABSENT

David Ogilvie, Collier County School Board - *Non-voting*
Don Scott, Lee County MPO
Ute Vandersluis, City of Naples Airport Authority
Daniel Smith, City of Marco Island Community Affairs

MPO STAFF

Anne McLaughlin, MPO Executive Director
Eric Ortman, MPO Senior Planner
Brandy Otero, MPO Senior Planner
Gabrielle Gonzalez, MPO Administrative Secretary

FDOT

Victoria Peters, FDOT District 1 Liaison

OTHERS PRESENT

Trinity Scott, Collier County Transportation Planning
Lorraine Lantz, Collier County Transportation Planning
Omar DeLeon, Collier County Public Transit & Neighborhood Enhancement Division (PTNE)
Matthew Liveringhouse, Collier County Public Transit & Neighborhood Enhancement Division (PTNE)
Wally Blain, Tindale Oliver
Katie Habgood, Jacobs Engineering
Adam Ahmad, Capital Engineering
Bill Gramer, Jacobs

3. Approval of the Agenda

Mr. Holland entertained a motion for approval of the agenda.

Mr. Pinter: **Move to approve.**

Ms. Lantz: **Second.**

THE MOTION CARRIED UNANIMOUSLY.

4. Approval of March 26, 2018 Meeting Minutes

Mr. Holland entertained a motion to approve the March 26, 2018 meeting minutes.

Ms. Arnold: **Move to approve.**

Mr. Strakaluse: **Second.**

THE MOTION CARRIED UNANIMOUSLY.

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

None.

6. Agency Updates

A. FDOT

Ms. Peters stated that David Agacinski [FDOT Bike/Ped Coordinator] 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 the project.

B. MPO

Ms. McLaughlin noted that MPO staff is suggesting the committee start its next meeting (on May 21) at 9 am so the team that is working on the Bike/Ped Master Plan can hold another Stakeholders meeting that would involve the BPAC, CAC, TAC and Stakeholders Committee, if there are no objections. [no objections were voiced.] Announced that Ms. Gonzalez has accepted a job with Collier County Communications, following her chosen career path and we want to thank her for her wonderful work for us. [round of applause for Ms. Gonzalez.]

7. Committee Action

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

Ms. Otero introduced Mr. Blain of Tindale-Oliver Associates. Ms. Otero stated that this was the last time the committee will see this so we hope at the end you will endorse the changes. He will summarize the process and what's happened between your last briefing and now.

Mr. Blain provided a high-level overview, saying if the committee has any questions that require more detail, he can address those as well. He noted that some changes have been made to the Cost Feasible Plan since the last time the committee was briefed on it. [Powerpoint presentation available on request.]

He explained that the purpose is to update future growth projections as a result of Rural Lands West (RLW) coming in for development, keeping in mind that a portion of the RLW development was included in the 2040 LRTP socioeconomic allocations; the update today has to do with more current understanding of where development will be located. He stated that the amendment holds to the University of Florida Bureau of Economic and Business Research (BEBR) county-wide socio-economic projections.

Mr. Blain stated that the methodology used was consistent with that applied to other large-scale developments, whose growth was capped at 80% in the 2040 LRTP. It was a 3-tiered re-allocation process, including consolidating 6 zones to 3. He added that the Tier 2 and Tier 3 re-allocations were the projections that had to be reallocated RLW – a small percentage of the growth projected for eastern Collier County. He reiterated that the majority of growth was already allocated to RLW.

Mr. Blain summarized the two alternatives proposed for the LRTP amendment needs network. Alternative 2a included the extension of Randall Blvd to Oil Well Rd via the Randall Blvd “S” Curve. Alternative 3a included extending Randall Blvd. west and up to Oil Well Rd. Other roadways included in the needs network included adding Big Cypress Parkway and extending Vanderbilt Beach Rd and Golden Gate Blvd to Big Cypress Parkway. He stated that cost estimates were developed using the FDOT costing tool and were based on methodology that was consistent with 2040 LRTP. The two different alternatives are about \$2 million apart at planning level estimates and more refined estimates will be available as the corridor study is developed. Maps included in the report show the two alternatives.

He explained that the projects were evaluated and scored consistent with 6 evaluation criteria used for 2040 LRTP. He reminded the committee that when the MPO board reviewed the Draft 2040 LRTP in November 2015, they voted to remove the widening of Randall from 8th Street to Oil Well (which included the S-curve) and the addition of Vanderbilt extension (from 8th Street to Desoto) from the Cost Feasible Plan. In their place the Board added the Randall/Oil Well Study area, the widening of Wilson between Golden Gate and Immokalee Rd and extension of Little League Rd from SR 82 to Westclox.

Mr. Blain stated that during development of the Cost Feasible Plan, coordination occurred with Collier County, and adjustments were made to the funded/unfunded needs based on progress the County is making implementing the 2040 LRTP. Collier County would like to extend Vanderbilt Beach Rd to 16th Street, so the project was shown in phases (8th Street to 16th Street, and 16th Street to Desoto Blvd). He explained that the top 2 unfunded projects are Randall Blvd/Oil Well Corridor Study and the Vanderbilt Beach Rd (VBR) extension. The County is moving forward on Vanderbilt Beach Rd extension which is partly listed in 2040 LRTP Cost Feasible Plan. The Plan currently shows VBR extension from SR 951 to 8th Street in incremental phases with half of the project expected to be completed by 2025 and the remainder by 2040. The current plan shows that all right of way would be funded by 2040. The County is moving forward on the VBR extension from SR 951 to 8th Street in phases and they have determined that the roadway can be extended to 16th Street instead of 8th. The costs shown in the amendment are lower than cost included in the original plan. The County is purchasing the ROW as part of their Annual Update and Inventory Report (AUIR) through 2021. The cost savings allow the addition of design and mitigation costs for that segment of Randall Blvd from 8th Street to Everglades in the 2021-2025-time period, as was brought forward to the committee and the Board last month.

Since the last briefing given to the committee, during the public review period, we received a request from the County to consider allocating the \$122 million in funding in the “local improvements box” to design of Randall Blvd from 8th Street to Everglades and from Everglades to Oil Well, based on the preferred alternative coming

out of Randall/Oil Well Study. He stated that there was money to add design and environmental mitigation for the Randall/Oil Well Blvd study preferred alternative from Everglades Blvd to Oil Well Road within the 2021-2025-time period. In addition, there was funding to add ROW for the preferred alternative. The funding was pulled from the local improvement box. He explained that some of the ROW is identified in the outer years of the plan. Mr. Blain continued by summarizing the projects and phases shown in the presentation.

He stated that a public meeting was held on March 15th as was reported last month. A lot of concerns had to do with extending Vanderbilt Beach Road, opposition to the “S-curve” between Randall Boulevard and Oil Well. In addition, questions were raised about how the County Impact Fee program works, and about environmental impacts. The 21-day comment period ran until April 23rd and 24 written comments were received which were similar to comments received at the meeting. Specific concerns about Randall/S-curve connections to northeast 27th, 29th and 31st Avenues, and the timing of the amendment. There was a petition signed by 36 people. There were also three people who spoke against the “S-curve” at the April Board meeting. He stated that the recommendation is for the committee to endorse the amendment including the needs and cost feasible plans.

Mr. Strakaluse questioned the initial 3-lane extension of Vanderbilt Beach Road. He asked what a 3-lane road is.

Ms. Scott responded that the County’s plan is to construct half of a 6-lane road, either 2-lanes with Continuous Turn Lane or 2-lanes with a median and turn lane. Mr. Strakaluse noted update/amendment says to build a 3-lane roadway, but the County isn’t sure what that will be. He asked how the cost was determined.

Mr. Blain stated that the costs are from the County’s design re-evaluation and will be further defined during project development. Ms. Scott stated that the cost estimate based on 3 outside lanes being constructed. She added that cost can change based on public input, which is current phase. Mr. Strakaluse stated he was concerned about Continuous Turn Lanes. He stated that there are other locations in the LRTP where design could change, not just Randall, such as VBR extension. Mr. Blain stated that as new project information is developed, the information could be brought into the process. Mr. Strakaluse said it should be noted on the amendment that Randall extension which is shown as 2 or 4 lanes because there isn’t a color for 3 lanes, should be shown as 3 lanes on the map.

Ms. Lantz said the MPO has been very responsive to County’s concerns and project status. She explained that this represents the new data available and where the County is in the process of the Randall Corridor Study.

Mr. Holland entertained a motion for endorsement of this item.

Ms. Lantz: **Move to endorse with the recommendation to clarify on the map that the Vanderbilt Beach Road extension is for an initial 3-lanes.**

Mr. Pinter: **Second.**

THE MOTION CARRIED 7:1 with Mr. Strakaluse opposing the proposal to build a 3-lane road.

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. She explained that most of the changes were in response to comments received, which were included in the appendices. She added that budget changes were to increase 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. 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.

Victoria Peters noted that Ms. Otero has done a great job with the UPWP and has been very responsive in terms of incorporating changes requested by FDOT.

Mr. Holland entertained a motion for endorsement of this item.

Ms. Arnold: **Move to endorse.**

Mr. Pinter **Second.**

THE MOTION CARRIED UNANIMOUSLY.

C. Endorse 2018 Project Priorities

Ms. McLaughlin introduced the topic by noting that the Board has adopted a policy of allocating its Transportation Management Area (TMA) Surface Transportation Urban funds (SU) at a level of 100 percent on an annual rotating basis with bicycle and pedestrian projects having been allocated 100% this year as shown in the new 5th year of the new Transportation Improvement Program (TIP), to be followed by Bridges, then Congestion Management, then back to Bike/Ped and Congestion Management again. She stated that new bridge construction is the focus for funding in federal FY 2024. All of the project priorities have been updated to show current funding status, with the exception of the Transit Priorities which is a new list submitted by Public Transportation and Neighborhood Enhancement (PTNE) for endorsement.

She explained that the top two bridges are 16th St NE and 47th Ave NE. Commissioner McDaniel has expressed his support for funding 16th St. The estimated cost is \$8 million per bridge. Ms. Scott reported that the County is working with FDOT on the timing of either of these bridges to coordinate with the extension of Vanderbilt Beach Road.

Ms. Arnold stated that Transit should be included in the SU split and that Transit needs more funding. A discussion ensued regarding including that in a recommendation to the MPO Board.

Ms. McLaughlin requested additional time to review which projects on PTNE's new list are eligible for SU funding, noting that bus shelters and related sidewalk improvements are currently funded out of the Bike/Ped share and the Regional Park and Ride is listed in the recently updated Congestion Management Process as an eligible expense.

Mr. Strakaluse commented that the first priority – the Traffic Management Center (TMC) Consolidation/Co-location study has been completed to the City's satisfaction, so it should be taken off the list. He asked whether the County had withdrawn its proposal to construct a new Transportation Management Center (TMC) now that they are planning a move to the Emergency Operations Center, which would strike the number two priority from the list, unless the County wants to submit a request to use some of the funds for the move to the EOC. He reported that the City is continuing to discuss the completion of the Video Wall Project (priority three) with FDOT and that project may be completed soon.

Following more discussion among committee members and MPO staff, the suggestion was made that the committee exclude the Congestion Management projects from the compilation of project priorities. There was some discussion that the CMC could clarify the status at its next meeting, or that MPO staff could simply remove all references to project status from the chart.

Mr. Holland entertained a motion for endorsement of this item.

Ms. Lantz: Move to endorse all priorities except Congestion Management.

Mr. Hall: Second.

Mr. Holland called the motion to question.

THE MOTION CARRIED UNANIMOUSLY.

8. Reports and Presentations (May Require Committee Action)

A. Golden Gate Community Walkability Study

Ms. Habgood gave a presentation, a copy of which is available upon request. This study is the fourth walkable community study and one of the largest, encompassing four square miles. 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 brightly painted intersections with crosswalks, which she described as Tactical Urbanism because the painting could be temporary if it doesn't work out well; designating some roads as "home streets" that give pedestrians and cyclists a higher priority than cars; 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 residents of Golden Gate City had expressed a strong desire for improved pedestrian lighting, that school children were walking to school while it's still dark out. Ms. Habgood concluded by saying they are aiming for Board adoption in June 2018.

In response to questions from the committee members, Ms. Habgood said that a Home Street approach would only be appropriate on low volume residential streets and that there are no examples in Florida yet. Jacobs suggestion is that the designation would be appropriate for 18th Ave SW. Ms. Habgood also pointed out that painted intersections are in place in Tampa and Ft. Lauderdale. They are intended to slow down cars and give personality to the area.

Ms. Arnold commended staff and the consultant on the public involvement process for the study, specifically referring to engaging with the Golden Gate City Municipal Services Taxing Unit (MSTU) and describing the

interrelationship between multiple efforts. Ms. Habgood said they are continuing to look at proposed drainage and stormwater improvements to see how to line up the recommendations.

Ms. Lantz acknowledged the public involvement was a great effort. The County uses Walkability assessments to come up with projects to apply for grants and go for funding, so they need a list of the Tier 1 projects referred to in the draft. Ms. Habgood responded that a list will be provided but some recommendations will require further study before they can be implemented and the final list will be a combination of projects, plans and studies.

Mr. Hall asked how the consultants determined the recommended locations for midblock crosswalks. Ms. Habgood responded that they based their recommendations on observing people crossing where there was a long stretch between lit intersections. Mr. Hall noted that in order to implement the recommendation, there would have to first be a pedestrian study that meets state guidelines and that achieving the required threshold numbers can be difficult.

Ms. Scott said she is still reviewing the draft and will give final comments to MPO staff. She does not support the recommendation that residents conduct a lighting study. Florida Power and Light (FPL) needs to fix the lighting that's out there now. Ms. Scott restated the County's need for a list of projects in order to find money to implement the plan.

Ms. Otero expressed concern about a few recommendations involving citizens that belong with Code Enforcement instead and stated that the final version will be an implementable plan with a list of projects.

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.

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
- Consolidate the TD fare structure from 5 to 3 categories, with \$4.00 being the maximum copay
- Reduce fares for college students and military personal
- Create the capability to purchase bus passes on smart phones

Mr. Deleon stated that the study has been endorsed by the Local Coordinating Board and the Public Transit Advisory Committee.

In response to questions from committee members, Ms. Arnold noted that they had been able to successfully engage the public by meeting with transit riders at the transit center and that the fare recovery for fixed route service is about 20% compared with paratransit at 7%.

Mr. Holland entertained a motion for endorsement of this item.

Ms. Arnold: **Move to endorse.**

Ms. Lantz: **Second.**

THE MOTION PASSED UNANIMOUSLY.

9. Member Comments

None.

10. Distribution Items

None.

11. Next Meeting Date

May 21, 2018 – 9:00 a.m. Growth Management Department – Conference Rooms 609/610

12. Adjournment

With no further comments Mr. Holland entertained a motion to adjourn the meeting.

Mr. Strakaluse: **Move to adjourn.**

Ms. Lantz: **Second**

THE MOTION CARRIED UNANIMOUSLY.