

**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.**

August 27, 2018 Meeting Minutes

1. Call to Order

Mr. Holland called the meeting to order at 9:32 a.m.

2. Roll Call

Mr. Ortman 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
Ute Vandersluis, City of Naples Airport Authority
Don Scott, Lee County MPO
Daniel Smith, City of Marco Island Community Affairs
Dan Hall, Collier County Traffic Operations
Tim Pinter, City of Marco Island

TAC MEMBERS ABSENT

David Ogilvie, Collier County School Board - *Non-voting*
Debbie Brueggeman, Collier County Airport Authority (Alternate)
Gregg Strakaluse, City of Naples Streets and Stormwater

MPO STAFF

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

FDOT

Victoria Peters, FDOT District 1 Liaison
Sarah Catala, FDOT Growth Management Coordinator
Bill Hartman, Project Development Manager
Kellie Spurgeon, Project Development Manager
Fidel Vargas, Project Development Manager

OTHERS PRESENT

Betty Osceola, Citizen
Frank Denninger, Citizen
Patty Huff, Citizen
April Olson, Conservancy
Kyle Kemmish, Collier County Traffic Ops
Bill Gramer, Jacobs Engineering
Wally Blain, Tindale-Oliver

Will Sloup, Metric Engineering
Margaret Waestle,, SWFRPC

3. Approval of the Agenda

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

Mr. Smith: **Move to approve.**

Mr. Pinter: **Second.**

THE MOTION CARRIED UNANIMOUSLY.

4. Approval of May 21, 2018 Meeting Minutes

Mr. Holland entertained a motion to approve the May 21, 2018 meeting minutes.

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

Mr. Smith: **Second.**

THE MOTION CARRIED UNANIMOUSLY.

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

Mr. Denninger expressed concerns over the process of how projects are conducted. The issue he's noticed is that some advocates focus on creating maps of what they desire in a certain area, and don't focus on conducting an in-depth search of the whole area. Mr. Denninger clarified that he's not against making non- motorized transportation more efficient but stated that he would like to see a facility that specializes on conducting a thorough search of every aspect of an area that's being considered. He also expressed concern regarding how bike laws instruct riders to move with the flow of traffic instead of against it. He remembers that as a kid he was taught to ride against traffic to be able to see what was coming his way. He stated that approaching traffic from the opposite direction minimized the amount of accidents.

6. Agency Updates

A. FDOT

Ms. Peters notified the committee that they have a new Project Management team in the Southwest Area office (SWAO) in Fort Myers. This team will be assisting with reviewing design projects for the southern six counties with District 1, including: Collier, Lee, Charlotte, Hendry, Glades, and Desoto. This will provide a local Department resource instead of needing to use Bartow. Ms. Peter also stated that she will be presenting the MPO Board with a summary of the SR 82 pathway project on September 14th. She stated that she will be giving them information including future cost to help guide them on decision making. She introduced the FDOT project team that attended the meeting. FDOT has also been putting together the next work program for FY24. They have been coordinating with the county and MPO staff on advancing projects and looking into the bridge project for 16th street.

B. MPO Executive Director

Ms. McLaughlin stated that April Olson from the Southwest Florida Conservancy is interested in becoming a member of the TAC. Her application will be taken to the Board on September 14 for approval. Ms. McLaughlin also stated that the 2045 Long Range Transportation Plan is entering the procurement process for a Request for Professional Services. There will be a preliminary screening of the entities submitted, followed by a presentation from the entities. This will occur in the months of September and October.

7. Committee Action

A. Endorse Roll Forward Amendment to FY2019 – FY2023 Transportation Improvement Program (TIP)

Mr. Ortman stated that every March the Florida Department of Transportation (FDOT) provides the districts with the Tentative Work Program that is to be adopted on July 1. The MPO's TIP incorporates the Tentative Work Program and is also adopted by July 1st. Mr. Ortman stated that year one of the TIP and the Work Program should always match. However, when the new TIP and Work Program are adopted on July 1, there are often projects that were supposed to get authorized and encumbered prior to June 30 (i.e., when the previous TIP and Work Program were in effect), but did not. These projects will automatically roll forward in the Work Program but will not roll forward in the TIP. In order to have the first-year match, the TIP must be amended to include these projects. This is accomplished by the Roll Forward Amendment. The 21-day public comment period ended August 15th and no comments were received. The TIP will be effective on October 1st.

Mr. Smith: Move to approve.

Ms. Lantz: Second.

Ms. Lantz asked if FDOT consulted with CAT in order to include transit projects in the Roll Forward Amendment.

Ms. Peters stated that she has not coordinated with Michelle Arnold but would coordinate with her to ensure that no projects are left off the list. Mr. Pinter asked why projects are being shown prior to 2019 if this is the 2019-2023 TIP. He stated that his projects have been funded, paid for and closed. Ms. Peters explained that the projects are closing out but must be included because they fall in the gap between the state and federal fiscal year. Mr. Scott stated that there may be money left over that needs to be removed from the project.

Mr. Holland called the question.

THE MOTION CARRIED UNANIMOUSLY.

B. Endorse Supporting FDOT Bridge, Pavement and System Performance Targets

Ms. McLaughlin recommended that the committee endorse supporting FDOT's Bridge, Pavement and System Performance Targets. She stated that the targets apply to the National Highway System (NHS) which FDOT oversees. The MPO is not responsible for the NHS, but is supportive of FDOT's endeavors when they approve the programming for the TIP. Ms. McLaughlin stated that the deadline for this item to be brought to the Board is mid-November.

Ms. Lantz asked if there will be a follow up in terms of performance target requirements for local county roads. Ms. McLaughlin stated that it did not affect county roads.

Mr. Pinter: Move to approve.

Mr. Smith: Second.

THE MOTION CARRIED UNANIMOUSLY.

8. Reports and Presentations (May Require Committee Action)

A. FDOT – Strategic Intermodal System (SIS) FY 2029 – 2045 Long Range Coast Feasible Plan

Ms. Catala presented a Power Point “*Strategic Intermodal System (SIS) FY 2029 – 2045 Long Range Coast Feasible Plan*” (available on the MPO’s website) Main points of the presentation included:

- Developing a long-range cost feasible plan for capacity improvements to the SIS beyond the 10-year SIS Plan in accordance with statutory direction.
- Ensure that the SIS Cost Feasible plan is consistent with FDOT revenue forecasts.
- Provide guidance to the MPOs for SIS capacity improvements that are used in the development of their own Long Range Transportation Plans (LRTP).
- Ensure consistency with the goals and objectives of the Florida Transportation Plan (FTP) and the SIS Policy Plan.
- CFP is distributed to MPOs for their use in LRTP development.
- CFP is used to feed projects into the 2nd 5-Years SIS Plan and the Department’s Five-Year Work Program.
- Updated every 3-5 years.
- Revenues for the state are anticipated to be approximately \$30 billion for SIS projects and investments.
- District 1 is expected to receive approximately \$800 million in Project Development and environmental (PD&E) and design funding and \$4.2 billion in construction funding.

B. FDOT – SR 29 from I-75 to Oil Well Rd

Mr. Hartman presented a Power Point “*SR 29 from I-75 to Oil Well Rd*” (available on the MPO’s website) Main points of the presentation included:

- Currently in the Project Development & Environment (PD&E) phase which includes the preparation of all preliminary engineering and environmental documentation.
- Project is included in the Collier MPO 2040 Transportation Long Range Plan (LRTP) and the Transportation Improvement Program (TIP)
- SR 29 is one of 4 designated Freight Mobility Corridors in Collier County.
- Improving SR 29 from I-75 to Oil Well Road is the final piece of a unified regional approach that addresses the critical freight needs along all of SR 29.
- 2017 Annual Average Daily Traffic (AADT) is 3,700; anticipated No-Build 2045 AADT is 8,500; anticipated build 2045 is 11,400
- 4-lane widening is necessary to meet demand and improve safety.
- Provides opportunities for greater wildlife protection.

Ms. McLaughlin encouraged the FDOT to meet with the Miccosukee Tribal Council to obtain their input on the study.

Ms. Arnold asked if the study would include a bike path. Mr. Hartman stated that at the current moment no decision has been made, but that it would be evaluated during future studies.

Ms. Arnold also stated that Transit currently has routes on portions of SR 29 and would like FDOT to coordinate with Collier Area Transit regarding some issues they currently have.

C. FDOT – SR 82 from Hendry County Line to Gator Slough Lane

Ms. Spurgeon presented a Power Point “*SR 82 from Hendry County Line to Gator Slough Lane*” (available on the MPO’s website) Main points of the presentation included:

- Widening from two lanes to four lanes
- Bridge replacements with wildlife crossings; under the canal and at Gator Slough
- 10-foot Multi-use path, south side

- 5-foot concrete sidewalk, north side
- Currently in design, right-of-way programmed in FY2019 and construction is in FY2023
- Estimated cost - \$36 million

D. FDOT – SR 29 from SR 82 to Hendry County Line

Mr. Vargas presented a Power Point “*SR 29 from SR 82 to Hendry County Line*” (available on the MPO’s website) Main points of the presentation included:

- Existing roadway is centered within 200’ Right of Way (R/W)
- Total length is 1.87 miles
- 41’ to 71’ of additional R/W is needed
- New travel lanes will be constructed for Southbound direction; Existing travel lanes will remain for Northbound direction
- Total project cost is \$13,941,000
- Project will be let in July 2022

E. Discuss 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.

Mr. Blain presented a Power Point to the committee which is available on the MPO website. Mr. Blain stated that the goal is to have the plan endorsed at the October 12th Board meeting but that there is room for fluidity. Main points of the presentation included:

- Needs based plan will focus on safety, connectivity and equity or environmental justice (EJ)
- Bicycle and pedestrian crashes occur primarily on arterials and collectors
- EJ areas were identified at the Census Block Group level and by the number of EJ factors met
- Block groups with EJ criteria greater than 10 percent above the County average were listed as EJ
- Plan will make recommendation to improve the process of coordination with the county to include bike and pedestrian facilities in resurfacing projects where possible.
- 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 safety tool for bicyclists, pedestrians and motorists.
- Needs were grouped into: high crash areas, gaps on arterials and collectors; local road priorities; and greenway opportunities
- Will develop a summary document Plan could be used in place of a call for projects while still allowing jurisdictions flexibility in adding other projects.
- Allocating funds for recommendations from Road Safety Audits
- Census data will be evaluated for accuracy

Mr. Holland asked how the plan will identify a specific list of local road projects. Mr. Blain stated that schools and transit stops will be identified by GIS and local roads within one mile will be identified as tier one.

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 needs

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.

Mr. Denninger stated that he was having trouble understanding exactly what Environmental Justice was and asked why areas where no people lived were showing up as Environmental Justice areas. He expressed concern over how the EJ section was worded. Mr. Denninger asked why people over 65 were being considered as a causative factor in crashes.

Ms. Osceola stated that she too had concerns regarding areas on the map that were identified as Environmental Justice as well as the definition of Environmental Justice. Ms. Osceola also questioned the reasoning why areas on the map such as SR 29 north of Everglades were identified as a sidewalk need when these are mostly rural areas. Ms. Osceola stated that just because something is feasible does not mean it needs to be done.

Mr. Blain stated that Environmental Justice was being used as a screening tool and not as a decision tool. The reason why some areas are showing up as EJ even when there are few people living there is that the data was gathered at the block group level; the Census covers the entire area and does not exclude places where there may be no one living. Mr. Blain stated that all comments and concerns will be evaluated and addressed.

Other comments made include:

- Better explanation of EJ including why the data is producing anomalies
- Having maps at the ends of chapters is confusing; including them where are being discussed would be better
- Road (re)construction should incorporate bike/ped infrastructure into the design even it is not going to be built now. This would significantly lower the cost of retrofitting.
- Description of the level of coordination with County Parks and Rec
- Explanation of where all the data came from
- What is an "aging driver" and why are they considered to be a causative factor in crashes
- Maps and charts need to be clearer
- Explanation of why a sidewalk is listed as a need where there is no development

F. Discuss Scope of Work for Strategic Highway Safety Plan (SHSP)

Mr. Ortman stated that, in 2013, Collier County Traffic Operations submitted an application for a county-wide Strategic Highway Safety Plan (SHSP). The proposal was ranked 9th on the congestion management priority list which was approved by the MPO Board in June 2011. The SHSP is funded in the current FY2019/2023 TIP for \$200,000. Mr. Ortman stated that the scope is modeled after FDOT's Strategic Highway Safety Plan. The Scope would guide the MPO and its transportation partners in identifying implementation efforts that support FDOT's Vision Zero. Mr. Ortman also stated that depending on how in-depth the analysis is, the budget could be adjusted. Mr. Ortman stated that other MPOs with similar SHSPs spent between \$70,000 and \$100,000.

Ms. McLaughlin stated that there is an opportunity with the current programmed funding to go more in-depth than other MPOs have done. It may also increase the MPO's opportunities for funding implementation components such as road safety audits. Ms. McLaughlin asked the committee for their comments and if there were any specific details they would like included in the scope. Ms. Arnold stated that transit has data related to proximity of bike/ped facilities to transit facilities that they would be able to provide to the MPO to add to the study. Ms. Lantz suggested looking for patterns of contributing including road and weather conditions.

9. Member Comments

Ms. Lantz provided an update on the Vanderbilt Beach Road Extension and stated that the ultimate plan is for it to be a 6-lane facility with on street bike lanes, a sidewalk and a shared use path.

10. Distribution Items

None.

11. Next Meeting Date

September 24, 2018 at 9:30 a.m.

12. ADJOURNMENT

With no further comments Mr. Holland adjourned the meeting at 11:28 a.m.